ISSUE 70

The Sea People

The Sea People

May 2008

1968-2008
PCA 40TH ANNIVERSARY

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The Sea People

Magazine of the
Polynesian Catamaran Association

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Contributors of this issue:
(By order of appearance in the mag)

James Wharram Designs team
Eric Jones
Nico Boon
John Jameson
John Manson
Patrick Dowman
Roger Ayres
Ann & Nev Clement
Malcom Mc Farlane
Steve Vandenberg
Edgar Vandendungen
Simon Young
John Stockton
Rob & Christine Sewell
Tom Del Forge
Alice Sowerby
Bruce Kachline

Contacts

Editorial team:
Remy Roy, Ken & Anita Hook
<your name needed here!>

Editorial address:
PCA, 118 Howeth Road,
Bournemouth, Dorset, BH10 5NS, UK
+44 (0) 1202 531445

e-mail: editor@pca-seapeople.org
web site: www.pca-seapeople.org

From the PCA constitution:

The objects of the association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
« Polynesian Catamarans » shall mean the various classes of catamarans as designed by James Wharram.

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Front cover:

A Pahi 52 with a special anniversary spinnaker...

NEWS FOR SEA PEOPLE

Hello all,
The editorial team apologies for not getting this issue out a few weeks ago. We will be back on schedule for the next issue in September and will hopefully be reporting on many of your (Northern hemisphere) Summer activities. I hope that includes a report from me about the Jester Challenge to the Azores. It has been and still is hectic getting ready for it. This always seems the busiest time of the year and the most expensive, I have a lot of bills which need to be paid in March, April & May. I also discovered a few more problems than expected with Skinny Dipper. I can tell you that the glycol treatment for rot does work. Fair winds to you all.   Ken

HOW TO HOST A MEET?

What's needed to host a meet?
Enthusiasm & optimism
Minimally one (or two) boats, preferably Wharrams.
A couple of anchorages within a day's sail Pre-designated pickup points.
Site for a BBQ or inexpensive restaurant.
Free/cheap parking nearby for visitors by road.

Some PCA members have invited members to their areas with little or no turnout but continue to extend the invitation. This is the kind of optimism & enthusiasm needed. I've intended meets at 4 different locations. They've all been different and they have all their own personalities and charm.

Organising a regional social is even easier.
All you need is to designate a time and a place. The PCA will willingly assist with notification via website, e-mail, magazine and regional snail-mailing (these usually produce best results).

*** A burgee or item of PCA clothing will be given to all hosts of PCA events/rallies

2008	PCA meetings & other events	Contact
May 16, 17 & 18	**Meeting at Isla Morada, Florida Keys (USA)**	**Dan Kunz & Gene Perry**
May 31	**Plymouth (GB) Jester Challenge to Azores start**	**www.jesterinfo.org**
June 6, 7 & 8	**Beale Park boat show (GB)**	**www.bealepark.co.uk/events**
June 13, 14 & 15	**Austrian Wharram Circle at Neusiedlersee (Austria)**	**Gerald Winkler Or Austrian Wharram Circle website**
July 11-17	**Brest international festival of the sea, at Brest (France)**	**Bertrand Fercot Or www.brest2008.fr**
August Bank holiday	**Poole meet (UK)**	**Ken Hook**
Summer 2008	**Scottish east coast meeting**	**John Cooke**
December 5, 6, 7	**Florida meet at Hobe Sound, Florida (USA)**	**Dan Kunz & Gene Perry**
Others?		

Please, check the website for the latest infos about the meetings or contact the PCA office.

1968

Forty years ago…

In 1968 the world was almost in revolution. We were at the beginning of a new age: peace and love age. The young people didn't want anymore to fight in wars as others wanted to fight for acquiring new rights.

In 1968 a black man named Martin Luther King had a dream but have been assassinated for it. During the Mexico Olympic Games the black athletes shook one's fist on the podium.

On their "white album" the Beatles were singing "revolution" and "back to USSR".

In Europe the Russian tanks penetrated in Prague and begun that was called the "Prague spring". It was also the beginning of the fights in Northern Ireland…

In the France capital city a new revolution began: "may 68" during which women said that it was time to throw their bra as sign of liberation but, by the same time, Jane Fonda became the male ideal in Barbarella. The Paris walls were covered with slogans like "It is forbidden to forbid" or "Under the paving stones there is the beach" as the young people were throwing those stones on the cops…

In USA Nixon was elected as president and Apollo 8 was making its first 10 revolutions around the Moon.

In the sailing world the first sailboard was just born and it was also the first times for multihulls to enter in races: the great Eric Tabarly entered his Pen Duick IV, a 60 feet long aluminium trimaran, in the Ostar. In the first race around the world, the Golden Globe Challenge, sponsored by the Sunday Times, several trimarans were entered but no one finished the race. Two were dismantled by the sea. The third one have been recovered empty and the world discovered the tragedy of Donald Crowhurst who preferred to suicide than to tell he never made the round trip and went round in circles in the north Atlantic during all that time. Robin Knox Johnston won the race on his little Suhaili as Bernard Moitessier gave up the race and continued his course to "save his soul" as he said when he arrived in Tahiti six months later.

But 1968 was also the birth date of a new community, the Sea People, for which was created an association, your association: the PCA. The official name is Polynesian Catamaran Association but when I am looking back in 1968 I am tempted to translate this acronym by Peaceful Community Afloat…

So happy birthday to PCA and to all the members who have participated to raise this association to its actual level. It is said that 40 years old is the lovely age…

First of all thanks to the Wharram team for having created those lovely cats…Many thanks also to the ones who carry on to keep the PCA alive and a special thought for the one's who have disappeared but without whom we wouldn't be reading this issue today…

Rémy.

All members submitting articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing/burgee/items that have been presented in the money saving column for that year.

Articles for submission to the mag can be sent to the PCA Office or electronically to
pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc (MSWord) is fine also)
and pcapix@pca-seapeople.org (for pictures or drawings) .jpg format preferred (others less so)
(pictures should be scanned in at 300dpi resolution and size should be no more than 300Kb please)
(please keep total transmission size to 500Kb or less, 3 x 300Kb files are easier to transmit/receive than 1 @ 900Kb)

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JIM'S COLUMN

The PCA is 40 years old this year. I am 80 years old and as you can see on the Lapita Voyage website (www.lapita-voyage.org), with the voyage scheduled to start in November (2008), am still creating, working on new ideas and sailing the seas to test them.

The PCA members have always been a group of people who thought for themselves, I have never had to 'sell' my designs. The saying in this office is, I only have to think of a design and people ask for it. Somehow I am a voice that tunes in to past and contemporary themes in relation to small boat sailing.

In our Design Book is a 'spiral' showing my design themes; small craft, family craft, tribal craft (i.e. large craft). These are the design themes that over 50 years I have returned to over and over again. An artist's/painter's life's work can be examined in relationship with certain themes, so can a musician's or architect's. So it is with my designs.

The Classic Designs from 1965 to 1975 (from 1957, if you count in Rongo) had the main emphasis on sea survival; we were still proving the double canoe/catamaran as a seagoing craft to a sceptical yachting public. The PCA was formed in 1968 by a small group of owners of such Classic Designs, strong individuals that loved their boats, many of whom had made voyages on them.

By 1976 most of the World sailing routes had been sailed on Wharram Classic designs, several had made circumnavigations. The 1970s were a period where I/we did a lot of prototype work, experimenting with new materials and looking for new ideas in design, without loosing the proven seaworthiness and design principles. During these years the Pahi hullshape was developed.

After the 'First World Multihull Symposium' in Toronto in 1976, where I came face to face with other multihull designers and their boats, I realised that Sea Survival was not the only requirement and I had to have new designs with improved windward ability and accommodation. The first Building Plans available in this concept were the Pahi 31 and 42, designed between 1977-1980. A new generation of Wharram sailors, and PCA members, built and sailed their Pahis across oceans.

As we were drawing these designs, epoxy resins, as in WEST System, became available. This enabled us to develop the stitch & glue Coastal Trek (Tiki) designs, followed in the 1990s by the bigger Tiki 38 and 46. These designs, which all used the new developed Wharram Wingsail Rig (the first effective, simple, Aerodynamic soft wingsail rig), gave us the speed, windward ability and better accommodation we were looking for.

With the building of many of the Coastal Trekkers the PCA also changed its image. No longer a group of sailors of sturdy Classic Designs, there now were many owners of beautifully built, light Tikis that sailed in estuaries, lakes and along the coasts. Groups like the Austrian PCA members started organising regular meetings of these on the Neusiedler See.

The Pahis meantime developed into the sleeker Pahi 63 and the charter Pahi 52, which also use the Wingsail Rig.

Nowadays, due to social changes and a shortage of low priced building space, not every one has the opportunity to self-build large boats. Ann and Nev Clement did a magnificent job building their Tiki 46 'Peace IV', but my heart did 'bleed' during their struggles in completing such a large craft.

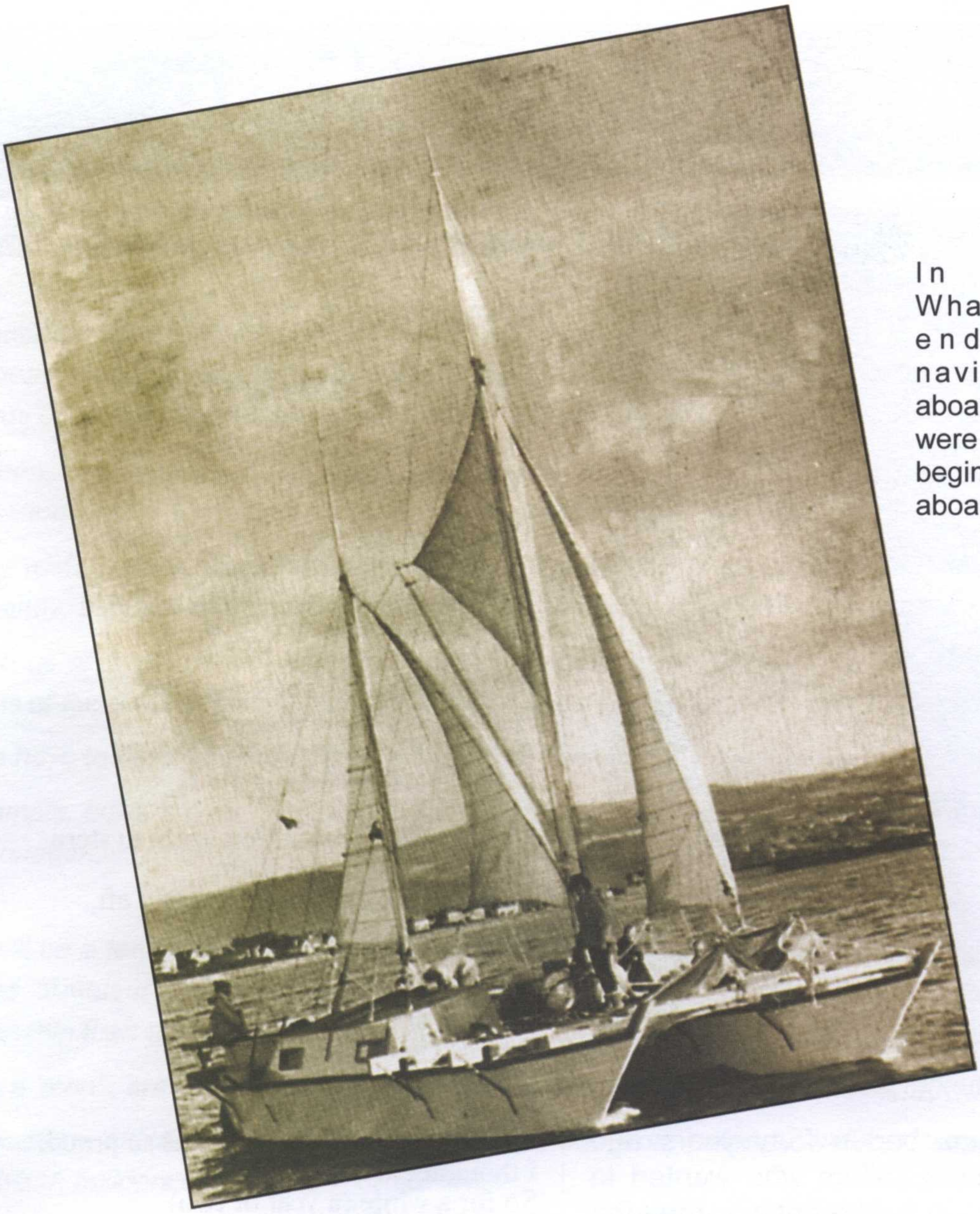
So now all our new large designs, like the Islander 55 and 65, as well as the Pahi 52, are reserved for our franchised professional yards. This way the large boats get built, rather than destroying the hopes (and sometimes marriage) of the ambitious self-builder who would spend too many years in completing such a craft.

All through my life I have been interested in Ethnic and Historic craft, as a young man I studied books and models in Museums and libraries. On my early voyages I studied local fishing boats and looked at what made then 'live' in the sea.

This historic knowledge has always influenced my design work, but after about 1980 Hanneke and I focussed more time on studying ancient craft; we became friends of the Roskilde Vikingship Museum and once we had built and were sailing our 63ft 'Spirit of Gaia' in the Pacific, we did deeper studies into Pacific canoe craft.

This passion for 'experimental' Maritime Archaeology and history has led to the new Ethnic Designs. The first of these, the simple 16' Melanesia outrigger canoe, was built in great numbers and with its owners brought another aspect to the PCA. Some owners of other Wharram designs are now experimenting with crabclaw sails on their boats, like the Hitia 17 and even a Tiki 38. Not to forget Hans Klaar who sailed his Tehini from South Africa to New Zealand using crabclaw sails.

I started this article mentioning the Lapita Voyage. After three years of planning and talking it is now HAPPENING. Sufficient money has been raised for Andy Smith Boatworks in the Philippines to start building the four



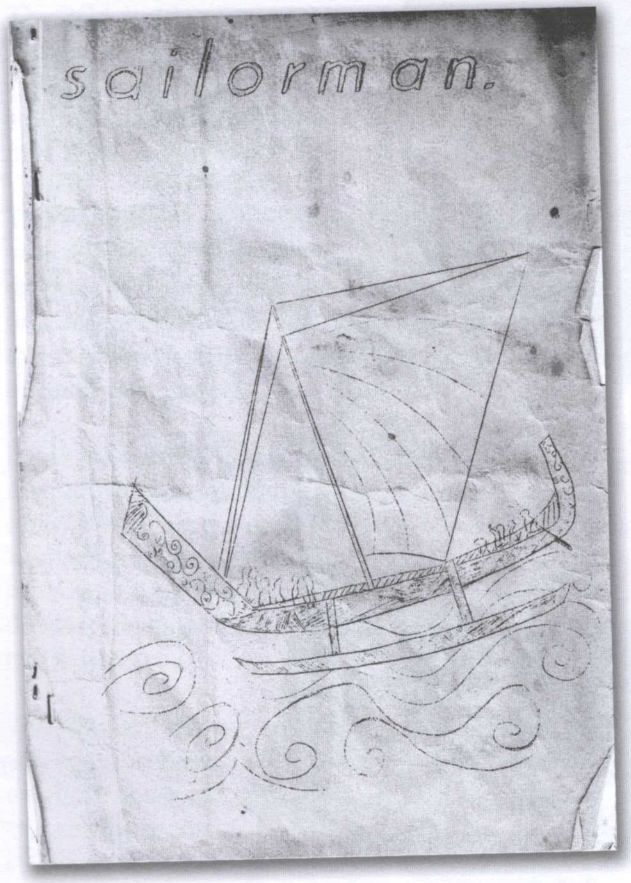
In 1968 the Wharrams were ending their navigation time aboard Rongo and were just about to begin a new life aboard Tehini.

hulls. More money is still needed, but with the greater public awareness and boats actually taking shape we hope more donations of sponsorship will be forthcoming.

Do check the website regularly for updates. www.wharram.com .

Until 8 years ago my relationship with the PCA was on a close personal level, many of my oldest friends, who still give me advise, were members of the early PCA. The PCA problems of 2000, led me to stand back, but the new revived PCA, with the increasing quality of its magazine, has much to be admired and needs support from all members, that includes me! Let this be the start of another 40 years of the PCA.

Antiques Shop



Above: The sailorman Nr.1 cover

The PCA story has begun forty years ago with the will of some sailors who wanted to sail and build boats in a different way than the commercial one.

The first concrete act of the new association was to publish a magazine in which they could share their experience.

At the very beginning there was even an issue Nr.0 which was not really destined to be published. On its cover there was only a short text.

The real story began with the publication of the issue number 1 of your magazine under the title of "Sailorman" which was the former title of your actual "Sea People".

The magazine was very traditional in its manufacture (only few pages stapled together) with a sketch of a traditional outrigger on the cover.

Nico Boon, who never throws the good things, has sent to us a picture of this first issue and few texts extracted from it.

We hope you will enjoy this voyage in the past...

On the page 8 of Sailorman number 0 was published this text that was already showing the PCA spirit.

DREAM BOAT.

I've dreamed of sailing all my life,
Of boats I have seen a few.
I started like so many have,
By building a canoe.

The old canals then were my home,
Canoeing helped my figure.
Until my family came along,
I needed something bigger.

A lifeboat hull became my own
A cabin I soon started,
But when I saw the work I'd done
I stood back broken hearted.

She'd rubbing strips from stem to stern
to keep us safe from harm,
And six foot headroom fore and aft,
She looked just like a barn.

I thought I'd have another try
So went and bought a whaler,
And as I sat upon the thwart
I felt just like a sailor.

When she was launched I was so proud,
I thought I'd burst with joy.
So for a while (a year or two)
I gaily sailed my toy.

Then one day sitting on a hill
Jim Wharram said to me,
I'll design a boat for you
Then you can go to sea.

Two hulls you need, said he to me.
Now build them slim and long,
And as you work it's better with
A Polynesian song.

A bridge deck then you make he said,
A dock both high and wide,
No fancy bridge house though for you,
The hulls you'll live inside.

So once again a boat I'll make
With added zest and skill,
And wood and glue, I'll build my dream
That started on a hill.

Eric Jones.

Antiques Shop

Editorial of Sailorman nr. 1 written by James Wharram.

The standard Polynesian Catamaran builder is most certainly an individual. In deciding to build one of these boats he is consciously (usually) making a determined stand against the increasing false standards of conformity pouring out from our great 'affluent' cities.

"Why then," many people will ask, "when we're trying to escape from organizing, form another 'organisation'?" (i.e. the 'Polynesian Catamaran Owners Association'.)

We may wish to step out completely away from the city for a few hours or weeks each year, or even permanently, but on thinking it over, I doubt if very many of us wish to turn our backs on 'our Kind'.

Between us all we have a tremendous pool of knowledge and life experience. "The Sailorman" can be the focus of this knowledge and experience for it to be shared for everyone's mutual benefit.

Also we have to be organised for strength against 'the others'

For example, build, say, a TANGAROA for about £600, sail it into a port and line it up against an equal sized commercially built boat which has cost about £ 4OO0. Somehow, you will find that you are not popular.

There will be a tendency - in self-defence from the expensive commercial designers - to denigrate your boats as 'Amateur Built', though in fact your labour of love may contain a far higher standard of workmanship than any commercially built craft.

You, as a 'man' , are surely a better all-round sailor than the man who has just forked out £4OOO.

Already many HINA builders want to sell their boats in order to build a bigger design. Several TANGAROA builders are dreaming of TEHINI.

The 'Polynesian Catamaran Owners', united as a body, can fight any attempt to denigrate their self-built designs, which will go a long way to ensure a fair resale value of the boats. There are matters of Insurance, or bulk-buying - where a rebate can be obtained by an organised group.

We must think of the future too. 50% of us are dreaming of taking to a life on the sea - to become 'People of the sea'. How do we live?

There is one way, 'Chartering' of the coasts of Europe, in the Med, the Caribbean, or even (like one builder) of the Barrier Reef. Working together as a group we stand a better chance of fixed contracts in definite areas.

At this moment it would 'pay' to farm oysters, mussels and lobsters around the European coasts. Living on a boat, it could be done.

I have written about practical and immediate reasons for forming the Association, of reasons that, to some, may seem far-fetched. One last reason. I have enjoyed the company of every one of you that I have met. Sometimes, on RONGO, I have sat back and watched a bunch of you sharing ideas.

Builders of Polynesian Catamarans are, in some ways, closer than your own kin, for they, like you, wish to become "People of the Sea."

James

TARAIPO TALES

John and Nicole have now completed their voyage around the world aboard Taraipo (Tangaroa).
Taking advantage of their last stop in the Caribbean islands they have sent to us their last impressions of this journey...

Right:
happy faces of circumnavigators.

John Jameson's World Tour complete .

Four and a half years, 44.000 miles, only one night ashore, in the Noumea Backpackers, as I was unable to return to the boat (only 1 bus per day) after check-out formalities. What next, I thought, hanging onto Taraipo`s main-boom, shedding a tear as I crossed my outward track east of Brazil. "No point in going round again "I said to myself, and I cannot contemplate living ashore yet, living on the sea is the place that I am meant to be. If my reserves hold out (physical, mental, financial) I would really like to explore some more of the Pacific Ocean. I will take things more slowly, next time, and spend more time giving t.l.c. to Taraipo, who is now over 30 years old – does plywood and epoxy last that long in the tropics? If we make it back to Opua NZ, then Nicole will have completed her circumnavigation, which has to be good for her CV.

March in Salvador de Bahia, is winter in Brazil, it can be a bit rough, and it rains a lot. The Bahia and its tributaries provide a big and well protected sailing area. We nearly found Shangri-La there. On the island of Itaparica, we discovered a secluded cove, where a catamaran and seaplane builder, had land for sale overlooking a perfect, year round anchorage. We spent several weeks there, enjoying Robert and Melba`s hospitality, while effecting some significant repairs to the tiller-bar, sheaves, autopilot, and prop-shaft support. The village was 5km from the main road, with one minibus per day at 0630 (out only). The return journey on foot became impossible when 2 young hoodlums from the village shot dead a salesman and stole his motorbike, and threatened others. The police solved the problem – shot them both. We discovered that alcohol is cheaper than gas, so we switched to our Origo emergency cooker, and filled up our water tanks with 70 litres of alcohol from the nearest garage, this will give us about 12 months of freedom from the chore of re-filling gas bottles, each time that we change country. We had a boisterous reach to Natal, to a welcome rest in a very sheltered anchorage, and relaxed shopping in a fine city, surrounded by massive sand dunes.

Q. What's mega cheap in Brazil?

A. Coffee, beer, bikinis, alcohol, engine repairs, leather, varnish, tinned butter, rope, epoxy.

Q. What's special about Brazil?

A. The super-friendly and highly colourful population.

And yet more wind, 20-25 kts, dead running for 4 days and nights under No3 jib only. We were getting tired, and took a pit-stop in Degrad de Cannes, French Guiana, a soulless place,…bought some saucisson, camembert, baguette, wine and celebrated J.J`s circum-navigation with the crew of XE, then headed off for the Ile du Salut and Paramaribo. It wasn't a great party, no speech from the great navigator himself - why should it have been? He did not set out to sail round the world. The dream was to sail downwind across an ocean – that's all I set out to do and I was prepared to do just that – nothing more. So I am really quite surprised to have gone so far, I certainly do not have any feeling of achievement, I am very grateful to have been able to sail downhill for thousands of miles, never having to beat back to the 'starting line' at Faro, Portugal.

I always fancied going to Paramaribo, despite the fact that none of our acquaintances had anything good to say about Suriname. We had an excellent stopover there. The approaches to the Suriname River are very shallow (7 metres, 25 miles off) and tidal (range 2 metres, current 4 knots!) The people are friendly, security is not a problem, most supplies are available, including a non-return valve for our engine water cooling system. We anchored up river and enjoyed the unlimited clear fresh water, and a biologically cleaned hull. The river is spacious – we had rip-roaring sails up and down river catching rides on the reversing current.

We really enjoyed the fabulous anchorages on the east coast of Tobago, during the tale-end of the hurricane season, before heading to Trinidad for some major boat maintenance. Man-of-War Bay is one of the best anchorages we have ever been to. In the summer months it is not rolly, fish are abundant, the water is clear, great for diving off the bow and snorkelling on coral reefs nearby. Nicole was really successful at 'bottom' fishing for supper (red snappers), when we were at anchor, and we had some exciting times landing tuna, mahi mahi, bonito etc which she catches on home-made lures which we troll while at sea. Strangely there are no shells on the beaches of Tobago, so the necklaces, earrings, bracelets and anklets she had been making ever since Ouvea atoll in the Pacific, found a ready market, and lightened our load, dollars being lighter than shells.

Where to next? Maybe we will linger in the Caribbean Sea going as far north as the Dominican Republic, and then return south of the hurricane belt next summer. Who knows – it would have been great to sail back to Dalgety Bay for Seans wedding but that is not possible during the depths of winter.

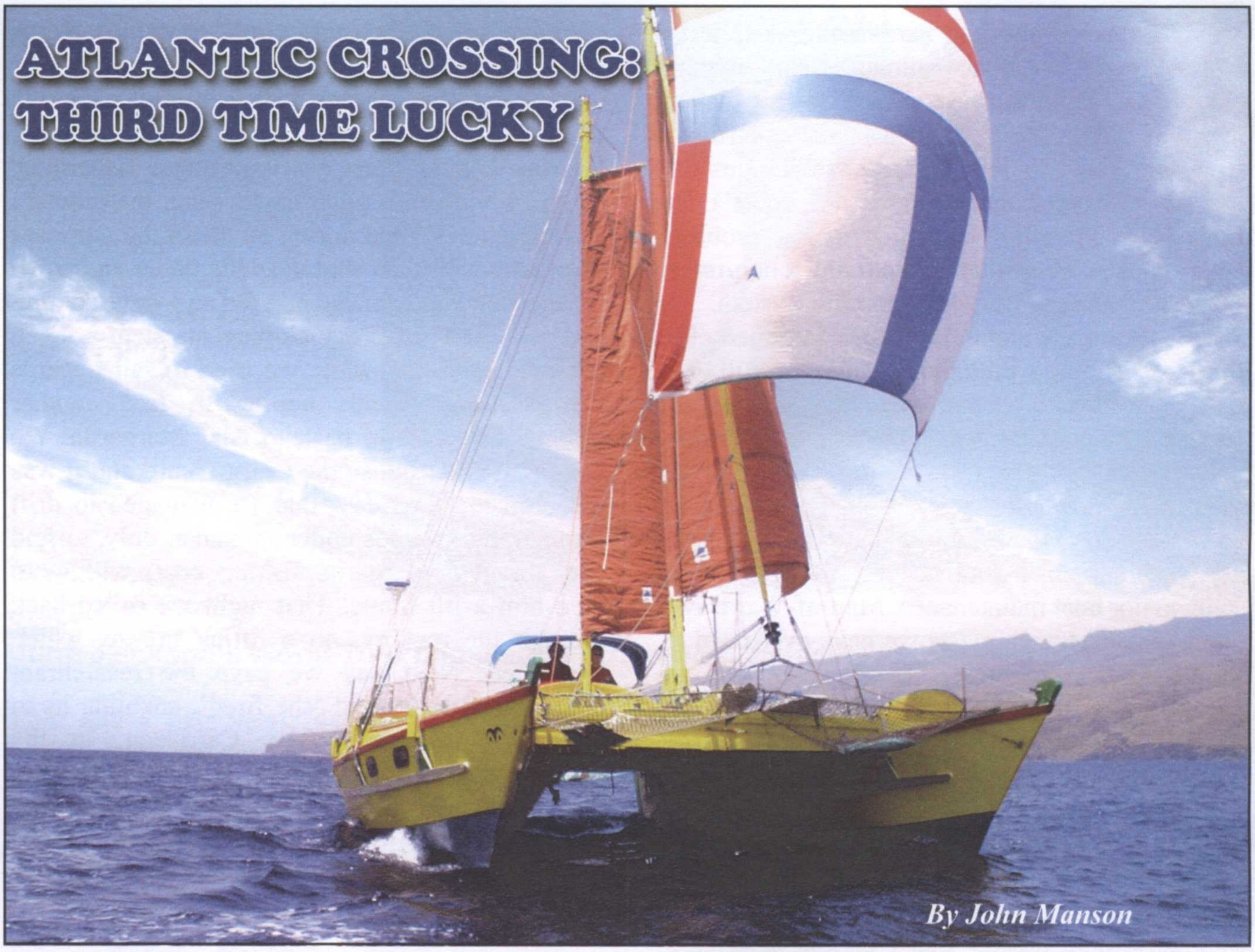
Taraipo was in the Grenadines for Christmas after a scary, 120 mile trip from Trinidad. Unable to start the 30 year old 2 cylinder, 14hp, Renault diesel engine, despite lots of diligent work from Ron of 'Never Never land' to design and re-wire our starter system, to fire on 24 volts instead of 12 V (Ron and Janice have just completed a rare circumnavigation in a Hatteras 55 motor yacht.) So Taraipo was hauled un-ceremoniously out of the Boca de Monos, by John and Julia of 'Freya'. Despite the forecast the wind fell light and we drifted hopelessly downwind in the 2 knots cross current. The next day at 11am, becalmed in the blistering heat, 50 miles off the Venezuelan coast we spotted a tree branch, "no, hell no it's a guy!" paddling on his back, on a half sunken mattress. He was a fit 22 years old Venezuelan fisherman, he had been in the water since 4 am, the moment at which he escaped during an attack by outboard engine thieves, who shot dead his father and crew, for their 220hp Yamaha. We fed and watered him, and gave him some dry clothes. He slept a lot in his state of shock, while we tried to sail towards Los Testigos islands hoping to find another pirogue to help him back to Islas Margarita. We were not able to raise the Coast Guard and it was not until the next day, that we managed to drift through the Testigos under spinnaker only, to find and attract a Margarita fishing boat, willing to give him a lift home. That night we sailed back through the rockery, on a lifting breeze, which then died. Next day we gave the recalcitrant engine another try and 'she fired', enabling us to motor-sail to Tyrell Bay, Carriacou, in the Grenadines. Phew, Paradise at last! There, Conny and Beat, two of Nicole's best friends were expecting us in their rented villa, to spend Christmas together – holidays off the boat that Nicole has been looking forward to for months!

It is a chilling thought to imagine that the sequel to this story could have turned out so differently. What if our survivor had not been a fisherman – he was very fit, smartly dressed, clean shaven and not at all out of breath, after 7 hours in the water? How did the bandits locate the fishermen, it was a pitch black night? Our survivor said that he recognized his attackers…. One reason for his obvious stress, he will be a wanted man in his own town. There is a lot of drug trafficking on this coast, were we being snared into this shady world, where the only sequels are either at the hands of the bandits, or a long holiday in a Venezuelan prison cell? Hopefully we steered the course which kept us clear, and we look forward to some peaceful anchorages in the Grenadines to see the year out.

John Jameson

P.S. A good friend, solo sailor Christophe, was robbed at gunpoint in a quiet anchorage on the west coast of St. Vincent on Nov 28th. They took all his money, his laptop and camera and ransacked his yacht 'La Belle Mumu'.

ATLANTIC CROSSING: THIRD TIME LUCKY



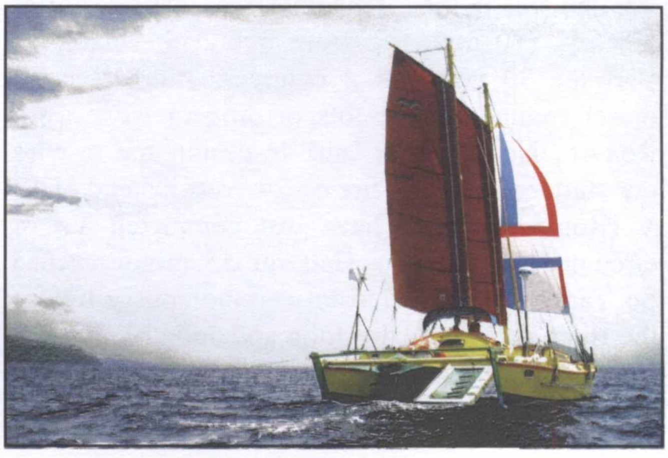
By John Manson

Sometimes the dreams take more time to be accomplished than you've wanted. You can always find a good excuse for that. For James Manson, it was a good one: the sea didn't want to let them go... So, they will try to cross the Atlantic ocean for the third time...

In October 2003, we bought Sandpiper – a 38 foot steel mono-hull to sail the Atlantic circuit, for a sabbatical year with our kids, aged 13 and 15. After nearly 20 years of catamaran (mainly Wharrams) sailing, it may have seemed a strange choice of vessel. Finances were the main consideration but also my husband's long-term desire to try a big sturdy steel boat.

The Christmas holidays were spent cleaning our new boat in the aching cold, wet weather in the Dart estuary. A new engine was fitted in February and in June; my husband re-rigged the mast and delivered her (with friends) to our home area of S.W. France.

We stowed our worldly possessions on board in July and set off for our first family sail. Gently breezes and the calm sheltered waters in the lee of Ile de Re, showed our new home to be steady, large and comfortable. After a shake down weekend and a long-term weather forecast indicating poor weather for the following week, we set off across Biscay to beat the weather – a nightmare! Sandpiper rolled and rolled. I can hear you Wharram owners laughing. Yes, our first big mistake was buying a mono-hull instead of a catamaran and the second was undertaking the French educational correspondence courses with the kids. They were expected to work for 7 hours a day, which was impossible on a boat that tried to throw you over the side on every wave.



Our horrendous 3-night sail across Biscay found us seasick, in head winds, rain and thunderstorms. We ended up in Santander instead of La Corona. We now had to day sailed the long and tedious coast of Spain to Portugal and by the time we arrived, we had become moaners. We spent a lovely evening in the company of two round the world yachting couples and heard ourselves moan, the boat, the seasickness, the education course, the winds, well, just about everything. Action was needed, so we changed our plans to incorporate our capabilities and the boats. We decided on a smaller voyage but one that we would enjoy. We spent a wet month of October in the Algarve and then crossed to Morocco and had 3 wonderful months there before sailing to the Canaries Islands in February.

Our first unsuccessful Atlantic crossing had not dampened our resolve and we returned home after 10 months to sell Sandpiper and buy or build a catamaran. Our second attempt was planned for 3 years time once the kids had finished their education and had a job qualification.

A visit from the Spanish Customs.

Life is not of course meant to go to plan. After nearly 2 academic years back at home – actually 18 months, 2 weeks and 3 days – we changed tack. Our son hated every minute of carpentry college, so as good parents we decided to take him back to the place he felt most at home – the sea. The start of our next boat was put on hold and covered up in tarpaulins and we bought Kaimiloa – Tiki 38 from Dominique and Nelly on May 6, 2006. Work commitments meant that we could not leave until September or have much time in the summer to sail Kaimiloa, so once again we loaded our worldly possessions onto our new home but set off north this time, to give us a better angle to cross Biscay and get some sailing experience.

September turned into a pretty dreadful month for weather but great for testing our new boat. We sailed around Belle Ile in gale force winds and often pouring rain and were really impressed at Kaimiloa's performance and of course her stability. Gone was the seasickness and we were sailing at 8-12 knots.

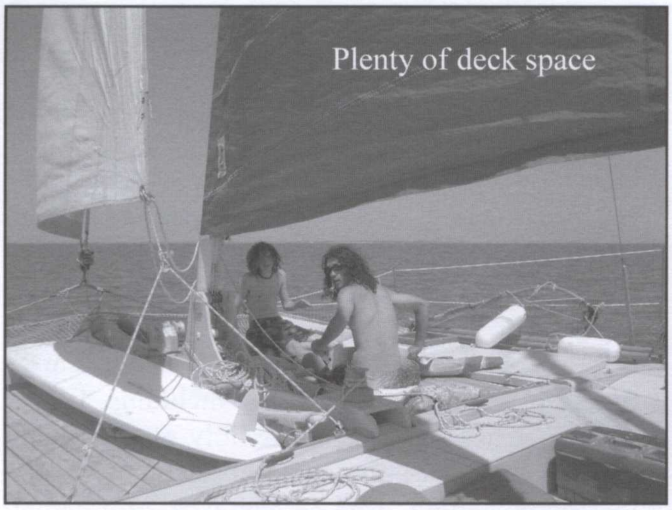
In that first month we made many small adjustments to our new home, including fixing leaking hatches but were incredibly pleased with the spaciousness of the external accommodation and slowly getting used to the lack of internal volume in bad weather. Our weather window finally arrived and we set off across Biscay much more experienced with our new boat on the 7th of October.

A heavy swell was still running therefore the first night was pretty lumpy. Day 2 brought sunshine and showers but a fairly steady wind and we were making good progress – 130 miles in 24 hours. The wind died the 3rd day about 30 miles from the coast, so we headed into the beautiful inlet of Cedeira. Our first 3-day sail in Kaimiloa found us all feeling great instead of tired. That afternoon we were swimming and spent a lovely evening in the town eating tapas and celebrating - the good sunny weather, our seamanship and last but not least, the boat.

Two days later, the next bad forecast appeared on the harbour wall, time to get around to La Corona to wait for another weather window to get around Cape Finisterre. We ended up in Sada for 10 days of constant rain and high winds, I was again dreaming of a bridge-deck catamaran, as everything turned damp.

Finally, we left and made an overnight passage to Peniche and then again to Sines - where one of our outboard engines failed to start. We decided to go to Portimoa to repair it and get on with some beam maintenance and painting before sailing to the Canaries.

A small electronic part for the engine took over a fortnight to arrive and by now, mid –November we were starting to feel the pressure of time. Our original plan had been to be in Barbados for Christmas to celebrate our meeting there 20 years earlier. Also, our son had not been feeling well for a fortnight – odd pains, bad guts and very bad tempered. We explained fear and stress related illnesses to him, as he became hot and itchy when he tried to do anything he didn't really want to do. Psychosomatic symptoms caused by the fear of



Plenty of deck space

crossing the Atlantic? Well, we had pretty much convinced him he was a basket case when he turned yellow overnight. We took him to the private hospital where he was admitted with suspected hepatitis. Unfortunately after 3 days the blood test results disproved this and we were looking at something worse.

To cut a very long and harrowing story to the minimum, he remained in hospital after being transferred to Lisbon for 8 weeks with a further 2 months of recovery and tests. Our Atlantic crossing was again scuppered but that was a small disappointment in comparison to getting our son's health back on track.

Finally, after nearly 5 months of over-wintering in Portimao, next door but one to Dave and Rita Barker on Touch Wood (Tiki 38), we were off again. Mid-march, we set off for the Canaries and had a fantastic passage, 5 days of constant winds and arrived at Graciosa with the dawn. It was not an overly fast passage but pleasant all the way, our first taste of trade wind sailing and we liked it.

Kaimiloa now became the perfect boat; we had finally arrived to summer and sunshine in March. The fabulous deck space became our outdoors living area for everything but cooking and sleeping. Our rain shelter made for Portugal now became a shade area and we started to relax after our terrible health ordeal. We spent 2 weeks unwinding in Grasciosa but our daughter's 19th birthday was looming. She decided she would like to spend it in Los Cristianos in Tenerife with all the live music bars instead of the peace and tranquillity of Grasciosa. We sailed straight there on the outside of the Islands and enjoyed a brisk sail with the wind behind us and arrived the following evening. Life was good again and our daughter who had qualified as a beauty therapist

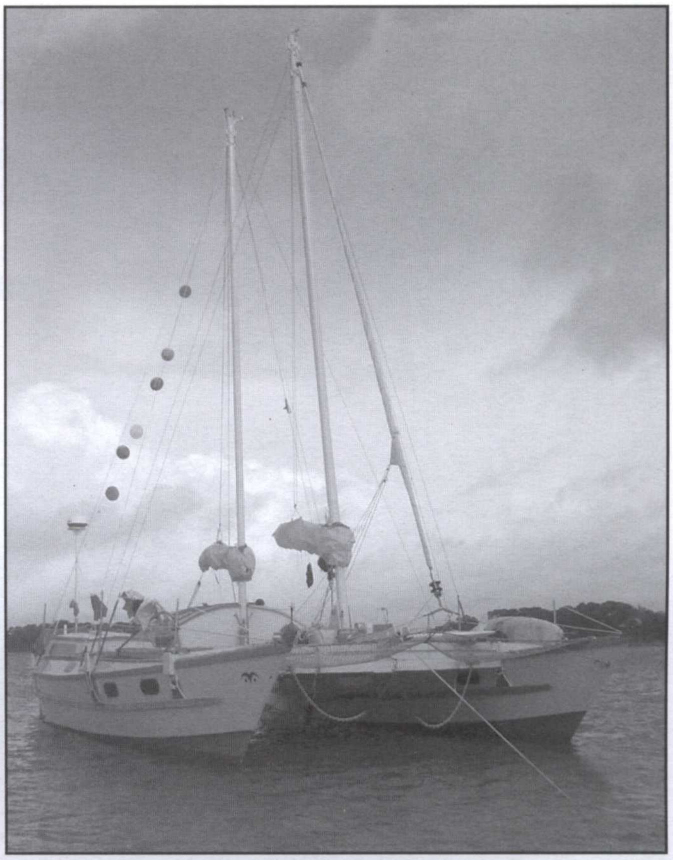
Sailing along the Canarian coasts.

in Portugal decided to look for a job in Los Cristianos. We stayed around helping her for about 6 weeks, she found an apartment and a job so we then sailed to Gomera and retuned to check that she was happy to stay. All was well. She had successfully fledged.

We had only planned to keep Kaimiloa for our year out family voyage but were now considering the idea of keeping her and trying again this winter at the Atlantic crossing. The idea grew into a plan. We had to return home to work for the summer but instead of sailing Kaimiloa back to Europe, we decided to keep her in the Canaries for our return in October.

Three months of sailing the Canaries, Tenerife to Gomera, back to Tenerife and then back up against the acceleration zones between Tenerife and Gran Canaria. From Gran Canaria to Fueventura against another furious acceleration zone and then up the lee of Fueventura and Lanzorote and back to Grasciosa for the cheapest marina in the Canaries. Although the sailing was a bit wet in the acceleration zones, Kaimiloa coped very well, bashing to windward in 2-3 meters of swell and so did the crew. We now feel we have tested the boat and ourselves and feel confident of a successful third attempt on the Atlantic crossing – so keep you fingers crossed for us...

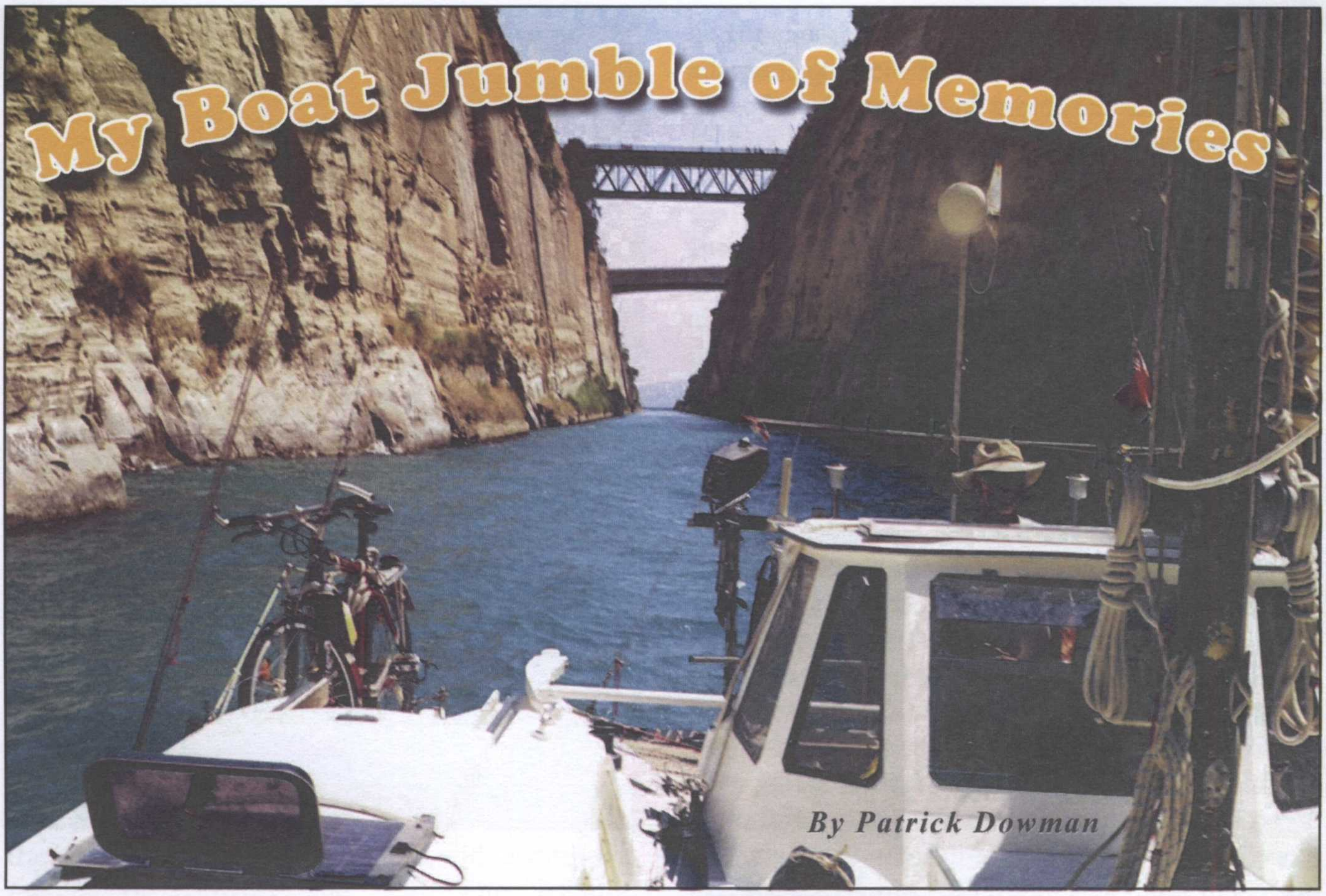
John Manson



Below:
Kaimiloa on the hard waiting for her next crossing...

My Boat Jumble of Memories

By Patrick Dowman



It's a long time since I wrote anything for Sea People; it's not that I haven't been sailing, rather that I haven't been writing anything down. *Skipjack's* log is in much the same state as once were my school exercise books: chewed, scrappy, untidy and lost.

Consequently, most of my sea time is now pretty much a jumble of disconnected memories, and a slick, seamanlike waypoint by waypoint, sail trim by sail trim, anchorage by anchorage account of it all is beyond me. The best I can manage is a sort of boat jumble of half-remembrances.

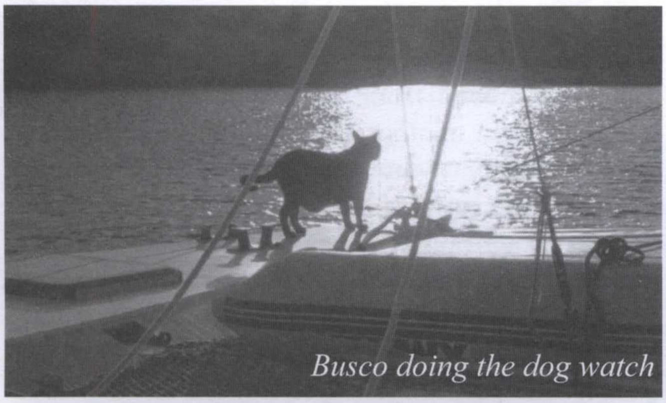
I subscribe to Sea People and all that, though I don't know why. I find most of the articles very intimidating and depressing. They seem to be written by such clever people. They describe complicated formulas and techniques used for transforming a heap rotting wood pulp into a pristine, state of the art Wharram cat and then reveal that they did it all for two pence on some deserted atoll in mid-Pacific. They stick two masts on boats that are designed for one and one mast on a boat made for two. They design self-steering gear using half a bicycle, three fan belts and an umbrella and then, to truly sicken me, start describing the gourmet dish they knocked up from a basket of seaweed and a couple of cuttle fish.

I can't cook to save my life, I would not dare to mess with my mast in case it fell down and I couldn't get it back up, and any formulas or techniques I developed would turn a pristine Wharram into a heap of rotting wood pulp before you could say Cuprinol backwards. And I could manage it in a well-equipped marina with chandlers five minutes in any direction.

I have a Spanish feral cat called Busco. He has sailed with me for four years, and is hated and feared by everyone he has ever savaged. (Which is everyone he has ever met.) My hapless crew has to be escorted and protected as they move about the boat. How many times have I heard: 'I can't get below, your sodding cat's in the way.' Or, even more commonly: 'Ouch! Fffing little bleeder!' But if I had to throw cat or crew overboard, it would be crew every time.

I love Busco to a degree that is almost unhealthy. He sleeps on my head and bites me if I move when he's feeling comfortable and relaxed. Once

I had to fight him off with a chair. Honestly! Because I am poor I can't afford to stay in marinas. I couldn't afford to stay in the marina in Almerimar and so spent two long winter months anchored on one side or other of Cabo de Gata. I was alone and had only Busco for company. I was frightened so often and Busco was around to give comfort. I suppose that's why I have come to love him so.


Busco doing the dog watch

My first Wharram was a plastic, Steve Turner, Tiki 26, *Meira*, which I sold when she lay in Culatra beside Mike Coad's Tangaroa *Rambling Rose*. With *Meira*, when based at the Multihull Centre, Milbrook, I'd sailed with Maggie to Brittany several times, across to Carteret in the thickest of fogs, to Ireland and from there to Fuenterrabia in Northern Spain, and finally down to the Algarve in search of the fabled Isla Culatra.

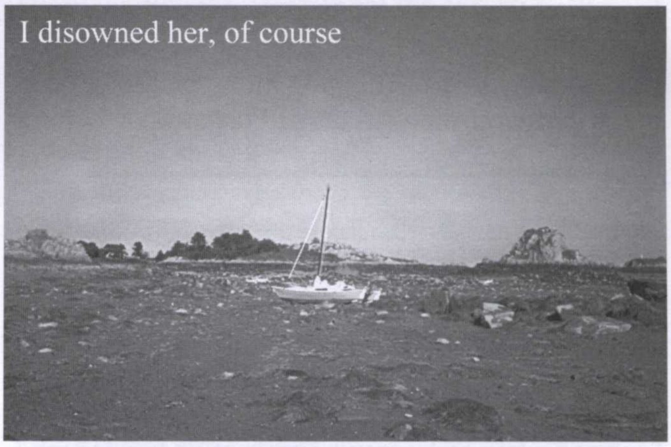
The first time with *Meira* to France was while trying out a brand new Garmin 75. It weighed a ton and was my introduction to magic. Five miles out from Plymouth, I suggested to my son that we were nearly across the channel and might as well continue. We landed 90 miles further on at Isle de Brehat. I discovered this by looking at postcards in the local post office. I also discovered at that post office that I hadn't any money and my credit card was forgotten in a Torpoint garage.

Nothing for it, we sailed back to Plymouth, recovered the credit card and returned to Brehat on the next tide.

There is some very strange sailing round Brehat; the currents do odd things and the tide goes very far away! One another trip to Brehat, we returned from a café in Le Bourg to find poor Meira high and dry on wickedly jagged rocks with the sea nowhere in sight. I disowned her, of course, and pretended to be an innocent tourist until the water returned and made a respectable girl of her.

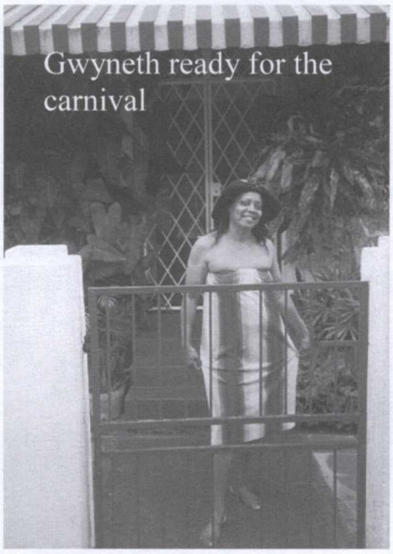
We did Biscay three times altogether: always exciting, but never dangerous. Except once when I tried to enter the Gulf of Morbihan on a flooding spring tide with a dead engine. We got into the gulf successfully, but spinning like a top and completely out of control. We managed to throw the anchor into a passing calm patch and then had to cut it free before Meira got pulled in half. Sometimes, one is pleased to see a powerful motorboat and this was one of those moments.

Meira had a cuddy built mostly (I held his tools) by Chinese Jim (who is not Chinese, but rather, half Scot and the rest Malay). How anyone can seriously sail a Wharram without a cuddy is seriously beyond me. The winches led off the top of the cuddy which made it possible to sail standing up, which is sometimes a very pleasant experience.


I disowned her, of course

Skipjack is a highly modified Tangaroa Mark IV and I would argue that she is the best built, best thought out Tangaroa ever. I bought *Skipjack* in Trinidad. I'd looked at other cat's after selling Meira and travelled to Ireland and Croatia searching for the best I could afford. *Skipjack* turned up on Scott Brown's website and I flew out from France where I was living.

Trinidad is an experience not to be missed - especially at carnival time. I stayed with Gwyneth Thomas in her Port of Spain B and B opposite Queen's Park and got initiated by her into the wonders of Caribbean steel bands. The competition between local bands at carnival is incredible and the virtuosity of the performers breathtaking.



Gwyneth ready for the carnival

They each choose a current pop song and employ a professional to arrange it for them. The full extent of this arrangement is a closely kept secret and during the opening rounds only hinted at. In the quarters, semis and the final they reveal more and more of what's hidden up their oil drums. The original song is almost lost in a mosaic of intricate and increasingly dazzling variations of its theme melody. Elgar would have loved it.

And the nice thing about the Trinidadians is that the more rum they drink, the happier and friendlier they get. All the shop windows were boarded up at night but I never felt anything other than home and safe chipping along behind a band in the early morning streets of Port of Spain.

Skipjack has a 19 horsepower Nanni diesel inboard and a sonic catdrive. The Nanni is super, but I have, through my own stupidity, laziness and ineptitude, had problems with it.

I sailed up the east coast of Spain, stopping in Mar Menor to try and scrape some of the weed and barnacle growth off the hulls. At Santa Pola I met Maggie and Mike who were going to crew and holiday aboard. The plan was to sail to Majorca etc., but the wind blew healthily from the east and rendered first stop Ibiza pretty dismal as a target. Algeria, on the other hand, looked like a really nice sail, which it was until the wind died and the Nanni started to over heat.

Mike is good with engines, so I sat and held spanners for him, full of admiration and misplaced optimism. The engine continued to overheat and we were reduced to a half knot chug to the nearest Algerian port, Mostaganem. At midnight, ten miles off the coast we were hit by a blinding searchlight, a foredeck mounted machine gun and a lot of shouting. The Algerian coastguard gunboat ordered us to enter the port and tie up alongside their dock. Which, understandably, is exactly what we did.

If I had to say who were the friendliest folk I'd ever met while sailing, I'd be hard put to choose between the Moroccans and the Algerians. Maybe by a close call, I'd give it to the Algerians. There were lots of problems with the authorities in Mostaganem. There were so many of them: port police, port authorities, customs and immigration, coastguards and the military – and they all wanted us to be their unshared guests.

We were moved from quay to quay as first one authority then another gained control. I think the port authority won and we became moored between two cargo ships, given our berth number and 24 hour police guard. The policemen who guarded us, it needs to be said, were guarding Skipjack and our possessions, not incarcerating us. They were, without exception, interested, polite, helpful and well-educated. I have reasonable French and we talked for hours about anything and everything. Top topic, of course, was Arab fundamentalism, the war against Sadam and the Algerian political situation.

I told the Algerians about our engine problem. The following day they sent the port's chief engineer who called in a cargo crane, removed the engine, stripped it down, bought new piston rings (at the port's expense), reinstalled the engine, bled the system and blessed us. The cost? Not one single brass farthing. They lined the quay, the customs, military, coastguard and Uncle Tom Cobbley and waved us goodbye. They asked us to tell folk at home that Algerians and Muslims in general were not terrorists or religious lunatics.

During that memorable week a Libyan sailor walked past Skipjack on his way back to his ship. He held a large melon under his arm. We said 'Hi" and left him in an impossible situation. Custom and upbringing gave him with no alternative: he returned our greeting and presented us with his melon.

Most times when you call up a ship, the crew ignores you. And why not? They have better things to do than talk to jumped up yachties, who want to play with their VHF radios.

This time, though, I was keen to talk and I kept on calling and calling: 'This is catamaran Skipjack, calling a great big container ship half way over my horizon. Over'.

Eventually, a strong Italian accented voice responded.

'What chu vant, Skeepjeck?'

'We have been without wind for five days, running on engine and I am worried about my diesel supply. Can you give me a weather report. Over.'

'Hey, Skeepjeck. Weather is very good, all sun and nice. OK?'. '

What about wind? Over.'

'There is no wind, Skeepjeck. No wind anywhere. Very nice. OK?'

'Could you possibly let me have some diesel? Over.'

'Sure, OK, Skeepjeck, I stop my ship. You wait till I tell you come alongside. Maybe half an hour, maybe bit more. OK?'

It was like coming alongside the Dover cliffs. We gazed up and they stared down.

'Hey, Skeepjeck, how much you want? 500? 600? Whatever you want – for free because we all sailors, OK? You wan bread?'

Marine diesel is like syrup and no way would it pass through the funnel filter. We took 200 litres on board and the Nanni drank it for months to come with never a word of protest.

One of my favourite books is 'Catch 22', but I think the Catch we discovered in Morocco is every bit as sweet.

Maggie and I were in Spain with a couple of weeks spare, so we sailed to Morocco. We entered a tiny, festering little port close to the Algerian border. It was truly tiny and truly filthy. We tied up and said hello to everybody we could find and eventually helloed the local chief of police. He was very friendly and when we explained we had almost no Moroccan money, he kindly directed us to the bus bound for Oran. Could he stamp our passports, we asked? No, he couldn't, he said, but he would close his eyes while we went to the bank.

The next day, we thought it would be fun to go to Fez, but our policeman said we would certainly be stopped and have our passports checked. They would have to be stamped. Could he stamp our passports, we asked? No, he couldn't, he said, but he would close his eyes while we took the bus to the nearest port of entry, Nador.

So, we hitched a ride east and arrived at the passport control between Spanish Melilla and Nador. I went up to the little barred window and said politely:

'Could you please stamp our passports so we can come into Morocco?

'You are already in Morocco,' came the alarmed reply.

'I know, but our passports aren't stamped.'

'Then you shouldn't be in Morocco.'

'I know, that's why we want you to stamp our passports – so we can be in Morocco.'

'I can only stamp you out of Morocco. You have to be on the Melilla side to get your stamp to enter Morocco.'

'OK, then can we just nip through to the other side (about 20 metres) and get the entry stamp?

'No, you can't pass through without having your passports stamped for exiting Morocco.'

'Well, could you stamp them for exiting?'

'Of course I can't, because you haven't entered Morocco. How can I stamp you out if you haven't been stamped in?'

'Well, what should we do?'

'You must leave Morocco immediately.'

'But you say we can't leave Morocco without an exit stamp.'

'Definitely not.'

'And we can't have an exit stamp until we leave Morocco and get and entry stamp.'

'Definitely not.'

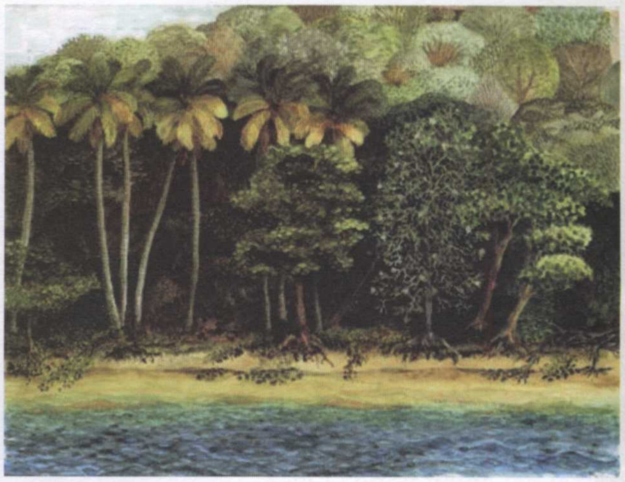
'Well, what can we do?'

Our man shrugged his shoulders and turned away.

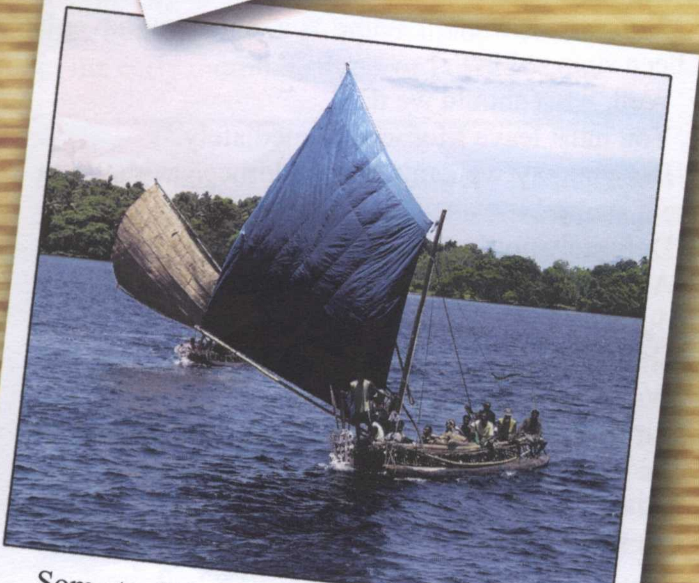
Is that a sweet catch, or what?

Patrick Dowman

Kaimiloa (Tiki 38) sailing in the Canarian waters



Gundi Zimmermann is also a good painter...



Some traditional papuan outriggers racing
(We hope to get an article about them soon…)

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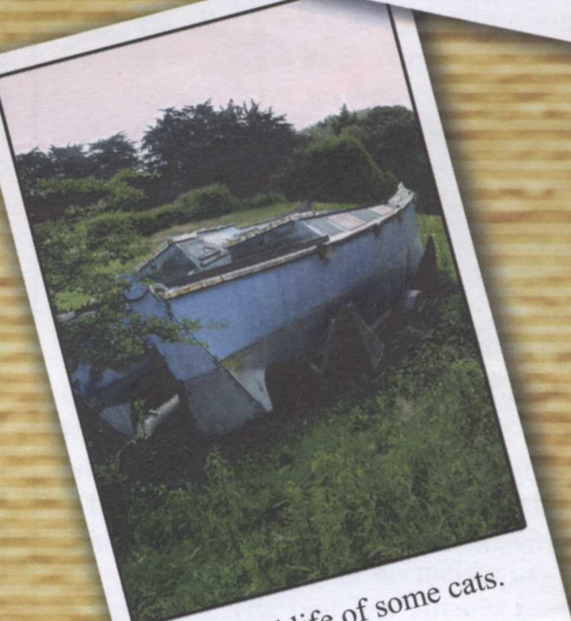
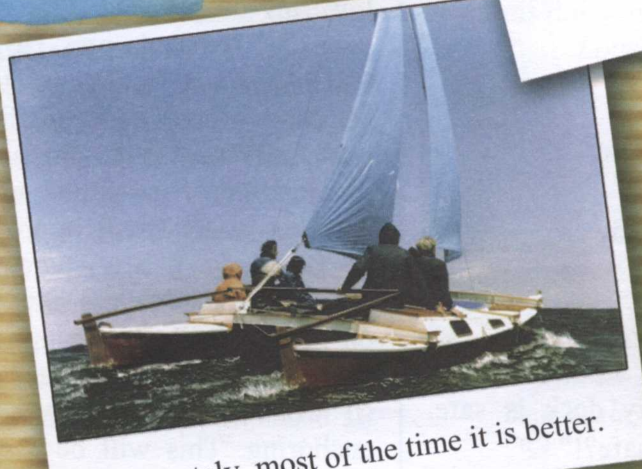
A good sailing day for this Narai

Godzilla (Pahi 42) in the Finland waters
How is the water? Fresh?


The hard life of some cats.
A bit sad...


Fortunately, most of the time it is better.

USA

Hi everybody!
Spending some time in Chesapeake Bay and met up with Jim Brown of trimaran fame. He has just spent 2 weeks with Jim Wharram in Greece. We rafted for a couple of days - he is 75 and still sailing! Had a fun time with Jim, his son Steve and friends – this was in Mobjack Bay.
Best wishes –

Roger Ayres

Photo 1 - Holly Golightly & Scrimshaw – rafted up in Virginia. Jim Brown is sadly losing his sight but still sailing at 75. "Scrimshaw", one of the early tris, and well cruised, is now 40 years old – a great advertisement for good plywood/polyester, epoxy construction.

Photo2 – Jim Brown doubts my deck is safe. "What do you mean , is my deck safe?!" ☺

USA (2)

Hello Everybody,
We left Rhode Island at the end of September and the talk was all about maybe selling Peace IV because Nev was feeling that it was getting harder for him to keep on cruising. Well, we were both so sad about that, we started a huge effort to make all the work of sailing as easy as possible for him. Maybe Ann could do more of the work. She had single-handed when we met. Could we tame this cat? We changed all the engine lifting blocks so now all that is Ann's job. The tilting is much easier now because of a string attached to the tilt lever. Engine refuelling is still just as easy for Ann as Nev, but now Nev is more willing to sit back and let Ann do it. The boarding and dinghy storage ramp is now lifted on new blocks and a nearby winch is used also. We do that job together and the dinghy comes right up. Ann still uses the chart plotter and Nev continues to do a complete paper chart duplicate nav activity while sitting down. This is standard procedure and a great safety. The sails raise easier because of the new rope lacings instead of the luff pocket. Ann can do it herself. Lazier lazy jack lines capture the foresail neatly so that job is much easier and Ann will be furling that sail by herself soon. We hope to afford a stack pack commercially made for the main sail next year because lazier lazy jacks are not possible on the main due to the sail cover we have which would be too difficult to put in place. We do that job together now and heave to if needed. New ball bearing blocks aloft will be ordered next spring to make sail raising and lowering even easier. Our friend Chessie climbs masts for Bermuda rum. He is young, so let him! Our Monitor with tiller pilot attached to the wind paddle continues to do perfect work steering the boat offshore and coping with the sudden acceleration of speed and apparent wind changes. Nev has some small improvements he wants to do. We have a new spare tiller pilot now. The Ideal electric windlass now works better because of some small details of installation Nev has completed. We just got headphone - walkie talkies so we can speak easily to each other during anchoring. This will be a great help and safety

News From Sea People

feature. Nev has installed a main sheet traveler on a 10 foot Garhaur track with ball bearing car, and triple block sheet and control blocks. Ann can now adjust all those settings with one hand. What a pleasure that is! It is located across the aft end of the cockpit attached to the main boom with a lifting strop around the boom. Ann put some lacings from the rail down to the center of the crossbeam there today using old, already stretched, spectra "non stretch" line. This will provide more stability when the sheet is pulling upward hard on the track and it will still be flexible when the boat moves a little in strong seas and high wind forces. In the spring, we hope to make a similar self tending traveler for the foremain sail. This will allow both sails to be self tacking - much easier to single-hand. The other big improvement is a much stronger wheel steering autohelm for coastal sailing. This is the Raytheon S1 and it is sized for the job. Ann spent well over an hour talking with the technical people at Raytheon about just which model to buy for this different style of boat and just how to set it up took another hour with Nev on the phone. There are four parts to install. We are planning to make the final calibration when we are in Florida's Indian River where circling round and round will be much easier for us and less confusing for other boaters. Currently we are in Palm Coast at Bill Tait's dock getting ready for his traditional Thanksgiving. We made almost all of the trip to here under sail except for the canal portions. All the offshore overnight passages went beautifully and Peace performed in her usual comfortable manner. The north wind is our friend on this trip but he is a cold friend. We were glad to take off our winter wear as soon as we reached our first Florida anchorage. Ann screwed up the docking, but Peace did not sustain any damage when the second from the front crossbeam end caught Bill's dock as we came alongside. The dock, however, required considerable attention! It was an embarrassing oopsie and Bill has gotten his several teasing comments out of it. But the dock repairs are nearly completed now. Next time, there will be a full set of fenders out and we will be talking using the walkie talkies so Nev will tell me to reverse when needed. Nev has replaced all four big house batteries to sealed deep cycle AGM batteries and redone the wires so no battery top up jobs will be needed. He continues to examine the solar panels which are not on line for some reason. We are looking into the new LED lights. Our normal four overnight passages north and four overnight passages south each year do not warrant us buying a new Masthead light at this time, but we would do so if building a new boat. Interior lighting will someday be LED. Until then, we can go to bed early and wake early with the sunshine and use our LED head lights on elastic bands on our foreheads for reading in the evening. Refrigeration is still just a topic of conversation currently. The hard bimini and windshield we built last year and improved this year, is excellent. It has all round visibility but protects us from the sun, and allows easy access to the main sail for furling, making visual checks and adjustments, etc, and it allows enough breeze to pass by but keeps the rain off. We have collected water from it, the windshield, and pod cabin top which are now connected with water pipes for that purpose. The guest cabin hatches no longer leak now that we have made new "glass" for them. We do think we might manage to make the boat easy enough for Ann to singlehand if Nev provides minor assistance as needed. That is our goal. If we are able to do it, we will not have to sell the boat and sailing north and south with the seasons can continue. It is a great lifestyle. Nev is still having his blood pressure medication changed, but he is on a diet attempting to normalize his BP through weight loss. His belt has already been tightened one hole. He hopes to have a knee replaced next year. Other than that, we are both fine and the family is doing well too.

Love, Ann and Nev Clement

Ed: It is good to get some good news from you. I must confess that it was a sad time for me to place your advert to sale Peace IV in the last mag. Such a nice story between man (and a woman) and a boat couldn't stop so briefly!
So, I am very pleased to see that you are back at sea and with us in the mag...

Best wishes!

Rémy

News From Sea People

SPAIN/AZORES

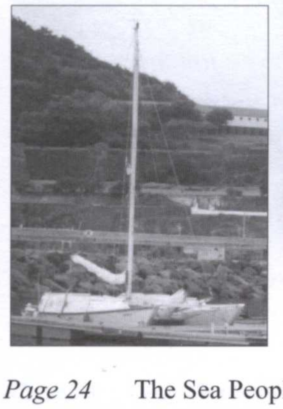
Since returning from the Caribbean, I have been based in Cadiz and have been pottering about between the Balearics and Cape St. Vincent. Faro is just a longish day's sail from here. As can be seen from the enclosed photograph, Culatra Island is still well filled. Some of these people are engaged in re-building jobs, which in circumstances, verge on the heroic. Some – finally- get away and make a nice sight with the red sails going up.

The others pictures are from the Angra in the Azores because of the striking contrast between two catamarans accidentally berthed side by side. One is unobtrusive and sweet-lined; the other, typical of current design, is vulgar, loud , ugly, - and it looks dangerous

Malcolm McFarlane

above:
Culatra island is still very good place for the "Wharramers".

Below:
The Polycat and the Beast… It is just a matter of personal choice. There is no accounting for taste.



SOUTH AFRICA

Steve Vandenberg have sent to us a new picture of one of his sailing parties along the South African coasts off Durban.

It looks like the South African sailing parties are always a very happy time. We hope to get some more news (maybe a longer article) to publish.

NEW ZEALAND

There is a new Ariki built in Wellington by Dean and Mary Ryder. She has been launched about a month ago at Seaview Marina in Wellington Harbour. Dean and Mary live aboard the Ariki. Dean is a builder by trade and they intend to base themselves in the Marlborough Sounds (across Cook Strait from Wellington) doing building work on holiday homes (many of which do not have road access). The Ariki will be their accommodation and workspace and, for some building jobs, the means of transporting the building material to site. *Edgar Vandendungen.*

UK

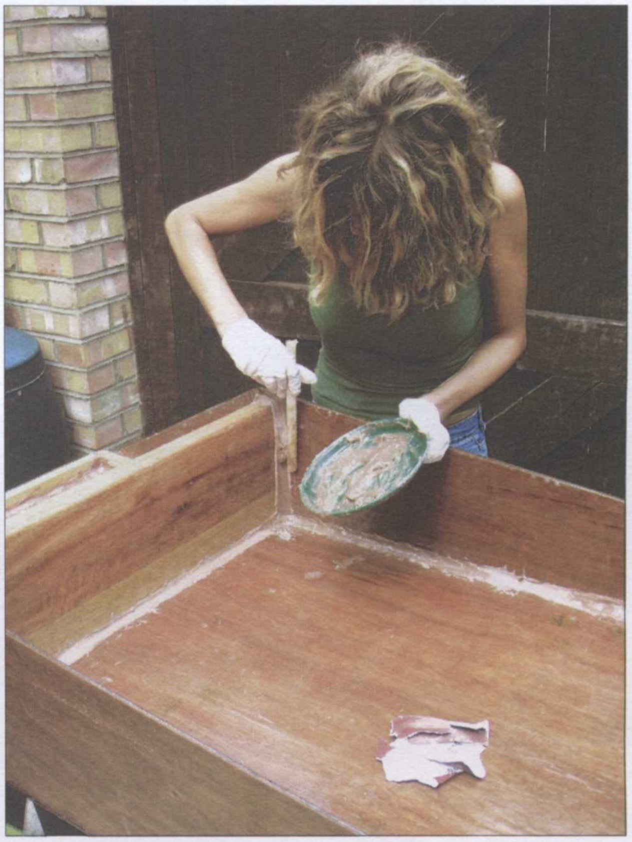
Simon Young has collected a Tiki 21 almost at a wreck stage in Norfolk. After having collected a cheap 19 foot (caravan chassis) trailer in Kent he came back at home with its new purchase and have begun to repair her.

After some inspection it looks like the boat needs a new deck, new hatches (all but one small one) and a new tiller, there's also some rot in the beams and beam sockets, but not too serious. This Tiki 21 is now on her third hands. She has been bought by the second owner (Peter) from Stratton Long Marine Ltd in Blakeney. Even Peter didn't know anything about this boat, not even her former name.

Simon hope to do all the repairs soon with some help (Ana) and sail again on a "new" boat.

The Tiki 21 as she was discovered in a field!

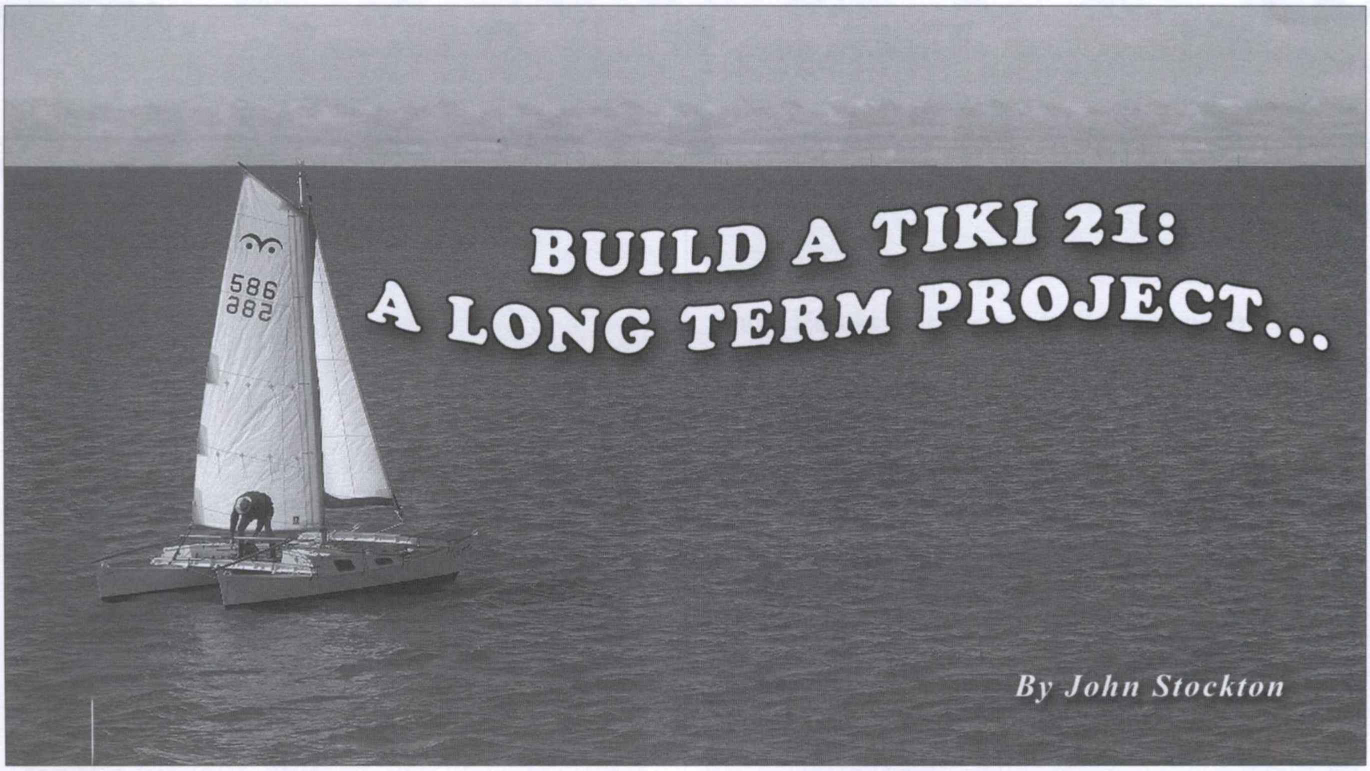
On the road again...



A new center deck is under construction with the Ana help.

New hatches have been fitted. It is time to take some rest with a good beer. Cheers!

Ed: I wish you all the best Simon for this salvage and hope to see your Tiki sailing soon during one of the PCA meetings.



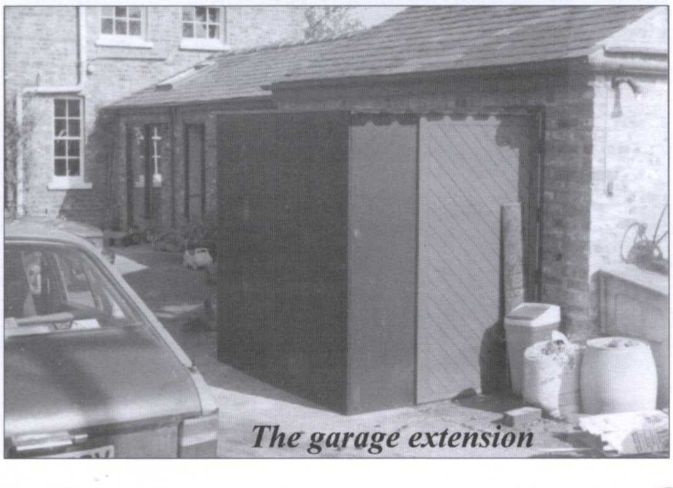
BUILD A TIKI 21: A LONG TERM PROJECT...

By John Stockton

I thought that it was a good time to build a boat. We had a house with a decent sized garden, that I had almost finished restoring. I had a garage capable of being temporarily extended, some money from selling my motorbikes, and teacher's holidays. What could possibly go wrong?

In the event a change of jobs which took me to the Lake District from Monday to Friday, a move which culminated in a disastrous barn conversion followed by another move, this time to the Lakes, threw the schedule rather off balance. The toddler in some of my early pictures was a 17 year old by the time of the launch.

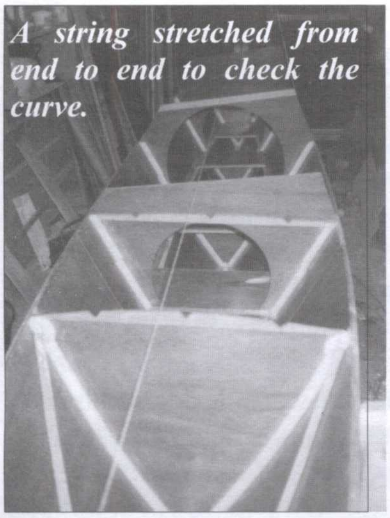
My garage "conversion" only allowed me to build one hull at a time, a bad move psychologically. The memory of contortions and epoxy in the hair filleting under the bunk sections was all too fresh in my mind when I started on hull two. Its wonderful stuff but I never came to love epoxy. The early woodwork was a different matter. The plans however run on a strict 8' x 4' sheet of ply. I found mine were about 6mm longer than that which had implications for the lofting process. One of my bridgedeck sections is slightly short because I had time to forget that! The origami nature of the hull assembly meant that I soon had something that looked like a boat even if it was a bit wobbly.



The garage extension

Filleting was a whole new ballgame, and experimentation beforehand helped. Descriptions such as "peanut butter consistency" (crunchy or smooth?) only give a rough idea. The tendency of big fillets to go exothermic involved some frantic digging out until I got the hang of it. Filleting the crossbeams tidily was a particularly fiddly job. It looks to me as if the Tiki 26 style beams might be easier.

Much of the time I was working alone, and after using stitch and glue on the first beam, I bought some cheap clamps and used a double row of nails as locating pins. This made the process a lot quicker. Despite following instructions, I did find that one of the beams lost much of its curvature. After this I stretched a piece of string from end to end to check the curve before the glue could set.



A string stretched from end to end to check the curve.

As the build progressed the scale and time involved in jobs got greater. Sheathing was a pretty frenetic affair. In the end I positioned the glass cloth dry, and used squeegees from JWD to ensure adequate penetration of resin. I had read at some point of a T26 builder who subsequently had problems with his gunwhales after breaking the sheathing at that point as per the instructions. On one of the few occasions I had the nerve to deviate from the plans it was to fillet under the gunwhales so as to continue the sheathing unbroken. Like quite a lot of other builders I became a bit obsessive about the finish. From articles I have seen since, the techniques for applying thickened epoxy filler have developed somewhat. I used a plaster's float followed by a sanding board. For the obsessive there is an awful lot of Tiki21 to fill and sand. I read afterwards of applying the mixture with a ridged tool, sanding down with a board, and using what remains of the ridges as a guide for a second application of mixture. The sanding board certainly helps address unevenness in the substrate, just make sure it is only filler you are sanding!

First mounting in the garden

Finishing did in the end get on top of me. After a lot of time stored under a tarpaulin, and a lot of moving about the hulls were going to need repainting , crossbeams and bridgedeck sections were still only epoxied. There was a lot still to do, and we had ended up in another house that needed work. As luck would have it I met Roger, who was working as a woodworker in general, and a boatbuilder in particular. I had run out of steam, and employing Roger got things moving again. The boat was completed far quicker than I could have done it, even at my most enthusiastic.

If any of this seems off-putting it is not meant to be. I got more satisfaction out of building, launching and sailing Heron, than any of the many other practical projects I have completed. I still do every time I go down to Haverigg to sail her, or on occasion just to look at her at low tide whilst walking the dog before a hearty breakfast at the Beach Café

John Stockton, Tiki 21 Heron

The launching.

Ready to sail.

HOW MUCH DOES SHE COST?

I am about 2 weeks away from launching my Tiki 30 “Scat Cat”. It has taken 3 years and approx 2200 hours of building time, including the central pod.
For those of you thinking of building a Tiki 30 I have written a list of material cost.

This is a very approximate list, I could probably add another $2000 or so for odds and ends I forgot to write down while I was building. I went for a manual start motor because an electric start would have been another 10kg heavier and I can “just” remove the manual start engine off the transom by myself. It weighs 43kg.

I also built a hinged box over the outboard for safety reasons. There was quite a space around the outboard, I was concerned about grandchildren putting a leg between the motor and floor of the cockpit (and also myself).

The building of the Tiki30 was reasonably straight forward and I found the plans excellent.

If I had not been allergic to the epoxy I could have built a lot faster. I had to wear breathing gear while using epoxy.

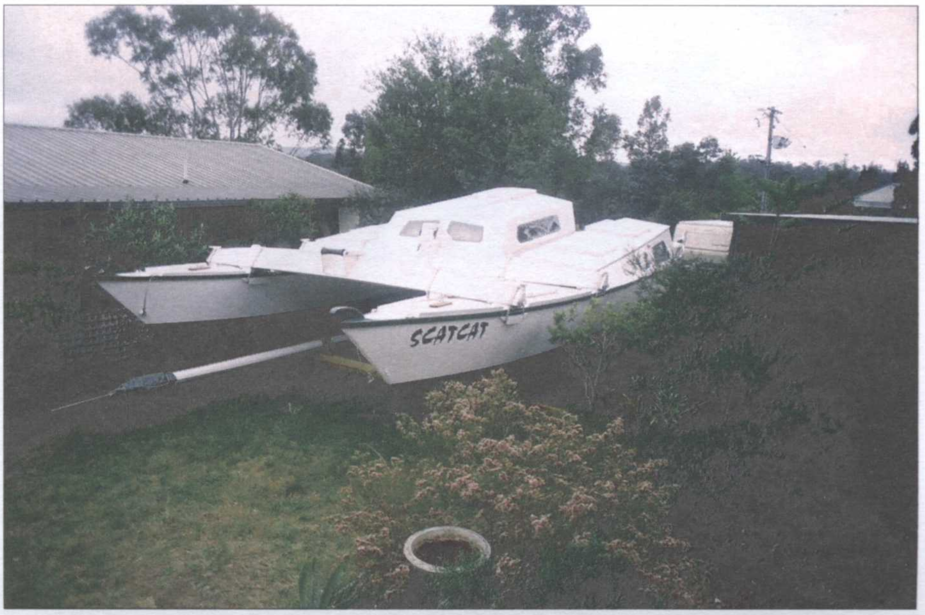
Rob & Christine Sewell, Victoria, Australia

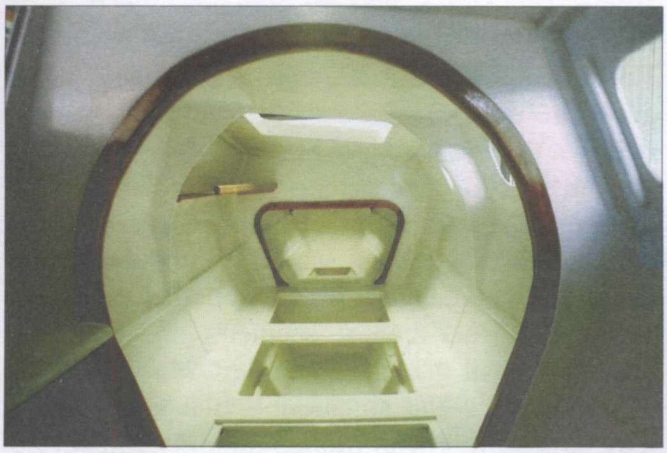
Materials or devices	Australian Dollars	English Pounds
Plywood: - Exterior Grade Hardwood , except for pod which is Gabon ply	4200	1020
Epoxy Resin :- 200 litres	2280	530
Fibreglass cloth 7 oz :- 140 metres approx	980	227
Paint I used – all International 1 pack	2000	465
Stainless screws, bolts, etc plus monel nails	1400	325
Meranti & Oregon framing stringers etc	400	93
Hinges, rigging wire, hatch stays, shackles	1200	400
Metho stove	440	100
VHF radio	220	51
Hand held GPS	280	65
8 Hp Yamaha 4 stroke outboard manual start (new)	3200	744
Mast timber & fittings	1200	300
Furler	1200	300
Halyards sheets, pulleys etc	800	186
Compass	200	46
Sails	3300	767
30 watt solar panel	280	65
80 amp hour AGM battery	270	63
Mattress, seat covers	400	93
TOTAL:	Aus $24250	£5840

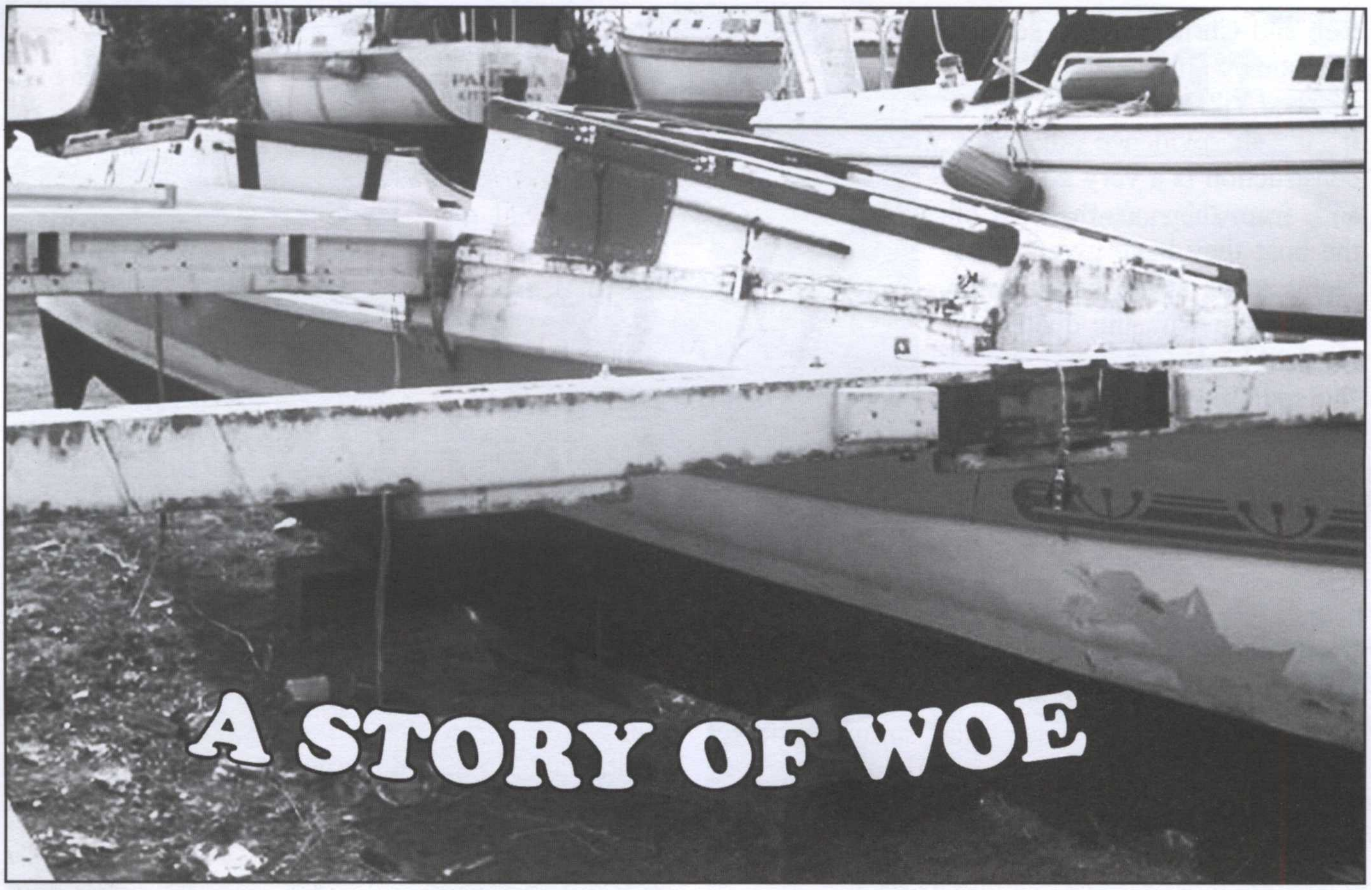
Rob and Christine have sent to us some pictures of their finished Tiki 30.

It is an evidence that the construction is a very good one and, from then on, the cost of the boat they have given to us seems to be at the best rate in comparison with the quality of finished boat.

Indisputably those pictures demonstrate that the amateur construction could be the solution to get a nice boat for a reasonable price...



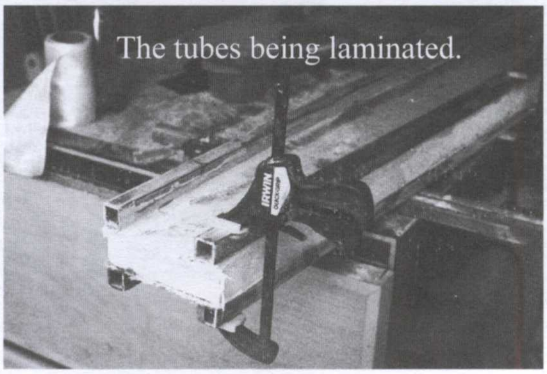




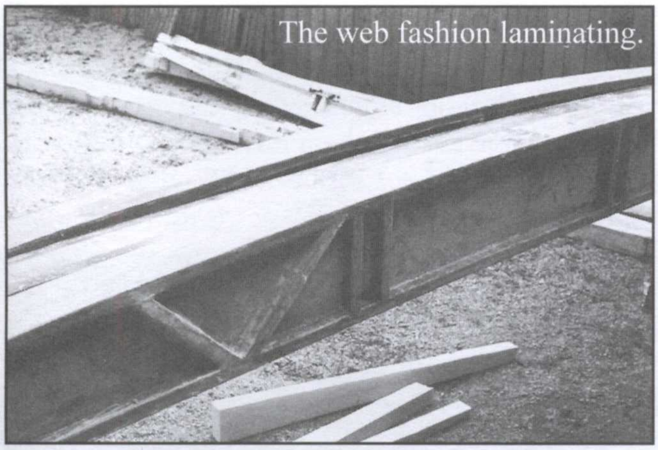
A STORY OF WOE

I have long been a fan of the Wharram design concept -- simple, strong and reasonably good sailing vessels -- and in my case rebuildable. On the other hand it may have been the subliminal message of beautiful topless women lounging on the nets while cruising exotic Polynesian waters that had more to do with my fascination with the design. Anyway -- I was hooked.

My Wharram journey began many years ago in the pages of the original "Whole Earth Catalog". Being from the corn fields of Illinois in the heartland of the USA., Normal, Illinois (a good ways from any major water) sailing was not exactly what most of my contemporaries thought about. However, having spent my post adolescence in the late sixties -- the Whole Earth Catalog experience somehow took seed (I may have been stoned at the time -- and the fantasy of those topless beauties, no doubt, played a roll). After college, I decided to take the opportunity an Australian professor suggested and see the world according to him -- Sydney was the destination and Sydney Harbor spectacular, especially to someone raised in Illinois. Dreams of the "Cruising Life" drifted through my head. After four years on flirting with sailing and living in the land down under I decided to return to the US and help with my family's business matters -- leaving little time to contemplate a sailing lifestyle. Once again I was surrounded by cornfields! I did join the PCA (Polynesian Catamaran Association of North America) and became acquainted with a group of Wharram sailors based in Toronto. For nearly a decade we would travel each year to the annual 'Sail-In' and watch my friends build their own dreams and eventually sail them away. I bought plans for a Narai Mark IV and things stood in the planning stage for nearly another decade -- either time or money seemed impossible to coordinate. All this changed after an accident left me in a rather bad situation -- Being told that I may have to live with limited mobility and severe pain -- It was now or never. While recovering in hospital I ran across an ad in "Multihulls"



The tubes being laminated.

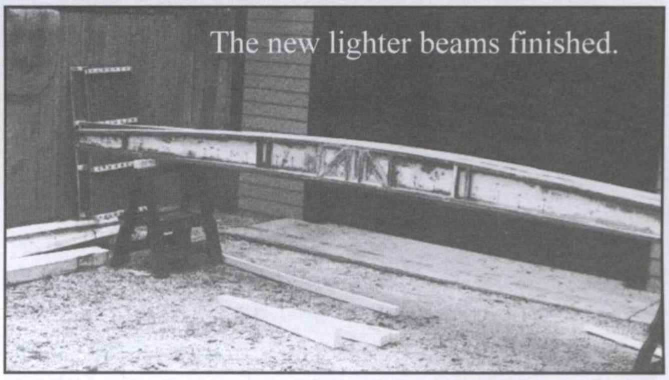


The web fashion laminating.

magazine for a partially built pair of hulls for a Tiki 31 and a stack of plywood. As soon as I was released a friend drove me to a farm several hours from home where I found my head start. It took much longer than I had expected, and much longer than the plans suggested. Four years later "TIKI THOMCAT" was launched in 2000. It seemed a good time to learn about what sailing was all about. Fitting out was pretty straight forward -- and the boat was very forgiving. Sailing TIKI THOMCAT for several years as I had time was great. My next lesson was about to begin. The reality of what the marine environment has in store for a boat living in the warm waters of Hilton Head, South Carolina -- boat maintenance --101 had begun.

When I had built the four beams I had a hard time locating dimensional fir lumber -- white oak was too heavy, but available. I decided it would be OK using standard building pine, especially with liberally coating each piece with epoxy. Well, this was NOT a wise decision -- after several years I noticed rot in a few places here and there. Having had my boat stolen for a joy-ride while I was away provided me an opportunity to do a refit. The thief had run around on the famous oyster beds -- of Calabogie Sound -- the wear strip and fiberglass sheathing had been shredded -- the end result was to haul, and re-glass. I did decide to use Kevlar on the bottom 12 inches of the keels -- hard to work with, but I think a good decision. Having the beams removed and a close inspection revealed the need to fully restore them with special penetrating epoxy and much scarfing in of new material. It was my thought that by doing such a careful job of restoration that I would never have a problem again. What a naive assumption! Just a couple of more years and the rot was back -- with a vengeance! Wow! My spirits had been dashed.

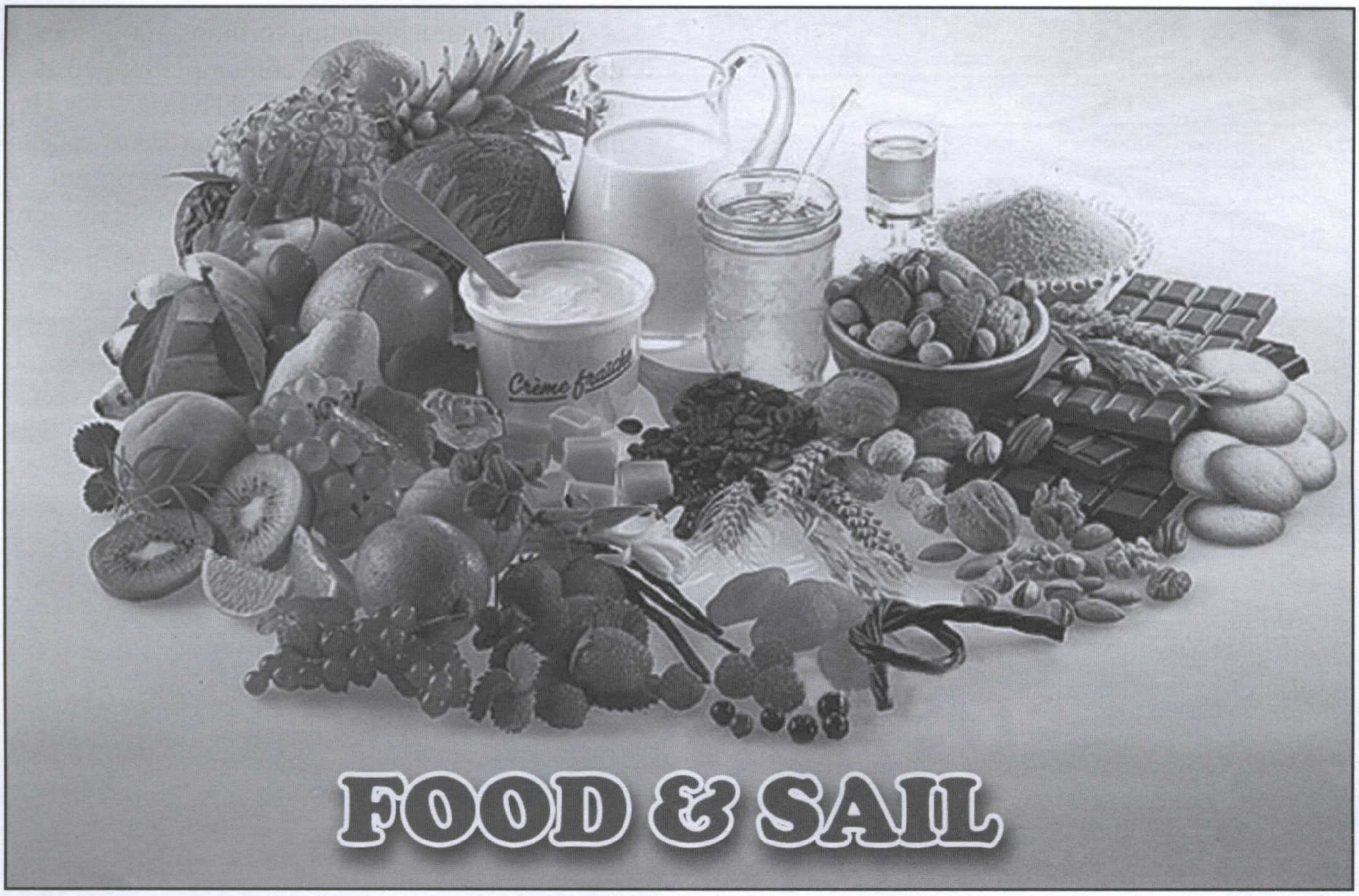
Due to some ongoing orthopaedic issues I had been left land-locked contemplating what I was going to do with TIKI THOMCAT. The beam problem was not going to get better on its own -- and rebuilding them was not an option. I thought long and hard about simply building new ones from better material as an option -- but one I was opposed to. I thought about building 'arched' beams from aluminium -- a solution but certainly an expensive one. To simplify the integration of the deck system with new beams the dimensional design needed to be the same as the originals. On the Tiki 31 the four beams have a graceful arch and the fabrication of the same dimension seemed to be the best direction. Wood beams were not going to be an option this time. Another consideration was the weight. I had not realized how heavy the original beams were.



The new lighter beams finished.

I decided to fabricate new beams made from a 2 inch 'close cell' foam laminated with three layers of 18 oz. bi-directional fiberglass. This design allows for lofting to the exact same dimensions of the original 'backbone' web. I then bonded four one inch by one inch square fiberglass pultrusions and layered both top and bottom with two layers of the same 18 oz. material. For the mast steps I have also layered several layers of carbon fibre for good measure. In addition I have laminated the square one inch tubes in a web fashion throughout each beam. The photos are still in the rough, but I am amazed how stiff and LIGHT they are. Each beam must be under fifty pounds -- I can easily curl them several reps without total exhaustion. I am not finished but expect to see them installed sometime this season. I will let you all know the out come. At least I will not have a rot problem again with the beams. Now to find the topless beauties....

Thom delForge (TIKI THOMCAT)
New Bern - North Carolina



FOOD & SAIL

During a sailing voyage (or even a shorter coastal cruise) we are moving aboard a non motorised vehicle but we still need to use a fuel: the food. It is from this food that our body will keep its vital functions and find the energy for us to live aboard (for manoeuvring for example). It is clear that our needs are much more higher than during a sedentary life. Because our boats have a limited space aboard we must optimize the kind of food we put aboard for having the less weight on board or/and to maximize the cruising range.

Proteins/carbohydrates/lipids

Globally we could divide the food in three main energy sources.

Proteins (400 kilocalories for 100g)

This family is useful for regenerating the muscles. They are essential during a voyage at sea or in the nature otherwise you will loose progressively a part of your muscular mass. Unlike it is usual to think, the proteins are not only from animal origin. The leguminous plants (soya, lentils, peas, an so on) are an excellent source for vegetal proteins. Cereals contains also a great par of them. For example, wheat semolina (as pasta and noodles) have around 13 gr of proteins for 100 grammes. So it is not absolutely necessary to have animal proteins for a journey. The vegans don't eat them at all. The problem in the long-term is the lack in vitamin B. So you need to get a supplement. The powder milk is a good source of protein and cheese also as Parmesan. You can also to take some tablets of vitamin.

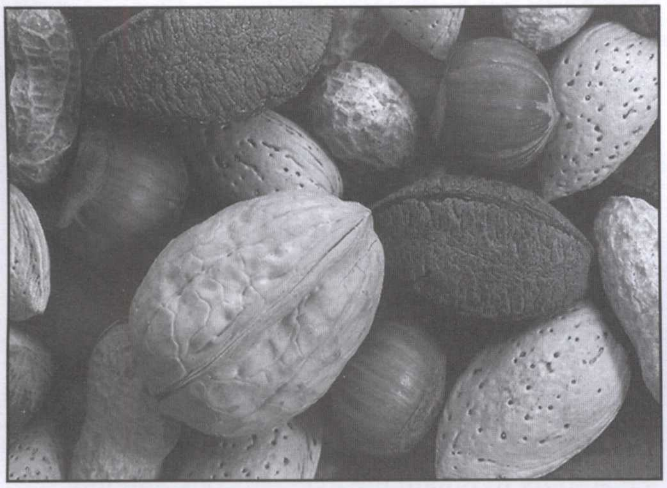
Carbohydrates (400 kilocalories for 100g)

The sportsman (an sailor) energy source. The carbohydrates are the most easily available bioenergetics. They are mainly stock in the liver and muscles but the amount in reserve is not so great (comparatively to the fat).

We can categorize the carbohydrates according to their complexity. More simple they are (molecule close to the glucose) more easily assimilated they are. To say it more simple we can say that the food with a sweet taste contains generally simple carbohydrates quickly assimilated during an effort. But on a day scale we have to eat varied carbohydrates.

Lipids (900 kilocalories for 100g)

The lipids are an energy source very important. In endurance mode your body will burn this energy source. The lipids are matching very well with the kind of effort of a cruising journey. The enormous advantage of this family is that for an equal weight transported they are two times more energetic than the others. The vegetal lipids are more easily usable and more healthy than those of animal origin. The vegetable oil (olive oil for example) will be with no doubt the more compact source (really 900Kcalories for 100g transported) and the most healthy transportable. The oleaginous dried fruits (nuts, almonds,...) are a source of vegetable lipids easily transportable. When it is cold outside you don't have to hesitate for increasing the lipids part in your diet: your body needs it. The lipid portion in an average situation should be around 35% of the eaten food.



Fibres

To those three families we can add the fibres in the chain food. They are in fact carbohydrates non easily assimilated. Those fibres are useful for digestion and are preventing the constipation which is a common pathology on boats.

Vitamins, minerals, condiments and food supplements.

A monotonous food will necessarily bring some deficiencies. Typically, at sea, the vitamin C is often lacking because it is found in the fresh food. To get supplements of this vitamin with some tablets could be a good idea as for the vitamin B and the iron which could lack on a long-term (but you can find it in lentils, peas and the chocolate)

Some words about the long-term and the fresh food: for a week, even a month, you can optimize your food and never eat a fresh food but eating fresh products, complex and varied is still a need for the body.

Salt.

The salt is a vital element for life. It is present in the ready meals (and in the freeze-dried food of course) but if you have only the staple food you have to bring some salt with you. Of course at sea it is not really a problem. To cook the pasta it is easy to use a third of sea water. The needs in salt are usually between 2 and 8 grammes a day (more in case of intense effort or of great perspiration).

Seasoning.

To improve the daily life you can season as much as you want the dishes with some herbs and spices which are very light to transport and don't need an enormous space to be stocked. The stocks in cubes offer an easy way to transport carbohydrates and seasonings to cook rice, pasta, semolina and so on. The problem is that they are vegetal lipids hydrogenated (to make them solid) which is not the best source of lipids. But for a short-term voyage it is still a good solution.

Optimized weight.

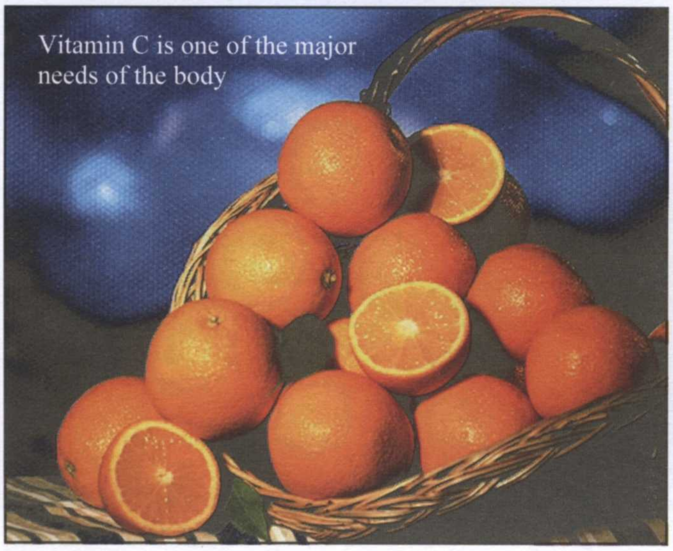
The weight (and also the volume) is the sailor enemy for the one who whish to live with the greatest autonomy. Then the simplest idea is to take on board the food for which the ratio energy/mass is the greatest, i.e. (water having no calorie value) the food that contains no water (or the lesser). The best in that case should be to bring freeze-dried food but the problem at sea is to find some sweet water. Today the water makers could be a solution. So you can supply your boat with a great part of freeze-dried food but take care: the freeze-dried food is not the only one which have a less amount of water (weight): lentils; rice, peas, flour; so all the food that is not fresh and is not a canned-food contain a very low amount of water. The advantage of those products is that they will keep well for a long time. Therefore they suit very well for cruising.

Another optimization factor is the packaging. Most of the time you will have to change the food packaging to avoid the transportation of an unnecessary weight. Think also that it is in the corrugated cardboard packages that you find most of the cockroach larvae.

Optimization can be done with the volume. Some food are more dense than other and, then, easier to transport. Typically the Chinese noodles have a lesser density and need a greater place to be stocked. The advantage of the Chinese noodles (and also of the semolina) is that they don't need to be cooked but only an amount of hot water.

Cooking time optimization.

If optimizing the food weight is inescapable, the fuel (or gas) weight needed to cook this food is an other problem requiring a solution. Transporting the energy needed for cooking (gas, oil, petrol, alcohol) needs to have enough space to stock it. You can imagine what is the problem aboard the smaller boats. In that case we can use some trick to cook in a shorter time.


Vitamin C is one of the major needs of the body

Soaking.
A mean very efficient to diminish the cooking time is to soak the foods (between 1 to few hours) before to heat them. This works particularly with the leguminous plants (lentils, peas, soya, beans, …) For some as the lentils it is even possible to eat them just after having soaked them (but the heating make them more easily digestible). In a number of cases just have to boil some water and to pour it on the foods that you have before drained. Then let the hot water acting for few minutes. This method permits a fuel consumption equivalent to the one of the freeze-dried food cooking. Cereals (rice, wheat, quinoa,…) are also much more quicker to cook after soaking. At least the heating time can be downed for the half of time. This way to do just need to have a watertight container in which you can let the foods soak during the day.

Cooking time optimization.
At home you throw the foods in the boiling water. During a journey you could put the foods (rice, pasta) in the cold water, heat until bubbling and, then, take off the pan and let the hot water acting. This permits to save fuel (it is not useful to heat the water that you will throw later).

The body needs in calories.
It exists many methods to calculate his own energetic consumption and, therefore his own needs. The Harris & Benedict formula is the easiest one.

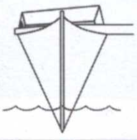
Basic needs for 24 hours:
Man = 13,707 x weight (in Kg) + 492,3 x height (in metres) – 6,673 x age (in years) + 77
Woman = 9,74 x weight (in Kg) + 172,9 x height (in metres) – 4,737 x age (in years) + 667

Multiplier coefficient:
Multiplier coefficients are applied according to the activity to obtain the average consumption:
Multiply by 1,375 at rest
Multiply by 1,56 for a low physical activity
Multiply by 1,64 for an average physical activity
Multiply by 1,82 for a great physical activity
More: multiply by, at least, 1,82 during a sailing voyage because (even if the activity is not very intensive) the activity will have a duration for the whole day time. And because you are constantly exposed to the elements (rain, wind, lower night temperature) you will multiply your needs sometimes by 2 or more. For example the daily needs in the polar area is estimated at 5000 kilocalories. Mike Horn have estimated his needs around 8000 kilocalories.

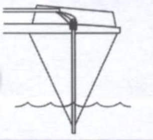
As you can read to go to sail for a long time can need some calculation before the departure if you want to be autonomous. I hope this little article can help you to estimate your needs for a successful cruising.

Rémy

Resting in the sun or sailing on the open sea don't need the same caloric consumption and is also different if you are a man or a woman.



FROM THE STARBOARD HULL



Fresh bread is always welcome on a cruise but not always easily available. Here are 3 easy recipes for a loaf and also a soup to dip your bread in!! Even I can make these!

Note:
All these can be cooked in a heavy pan on the stove-top over a low heat and covered, turning after 30 minutes.

Salt Water Bread

1 tablespoon dried yeast
1 tablespoon sugar
1 ½ cups seawater (add 1 teaspoon oil)
4 cups flour (white, wholemeal mix)

Dissolve yeast and sugar in seawater, then mix this into the flour. Knead a few minutes then form into loaf and place in heavily greased pan or on a baking tray. Let rise 2 hours. Cook covered on a very low flame for ½ hour on each side, or bake in medium oven for 30 – 40 minutes.

Damper

3 cups (12 ounces/ 375 grams) self-raising flour
1 – 2 teaspoons salt
3 ounces/90 grams butter melted or 1 tablespoon oil
½ cup milk plus extra for glazing
½ cup water

Preheat oven to hot (210 ºC/ 415ºF/ Gas 6) and grease a baking tray.
Mix flour and salt with a spoon getting plenty of air into the mixture. Combine oil and milk and stir into dry ingredients. Add water as required to make a soft dough. Turn onto a lightly floured surface and kneed for 20 seconds until smooth. Transfer to the baking tray and press out into 8 inch (20cm) round. Glaze with milk and using tip of sharp knife score top into 8 wedges cutting ½ inch (1cm) deep
Cook 15 minutes, then turn down oven to moderate and cook further 20 minutes or until done. Yum!

Brown Soda Bread

3 cups whole wheat flour
1 ½ cups all purpose flour
1 teaspoon salt
1 generous teaspoon baking soda
1 ¼ tablespoon butter melted or 1 ¼ cups milk (made up from powder) and juice of 1 lemon

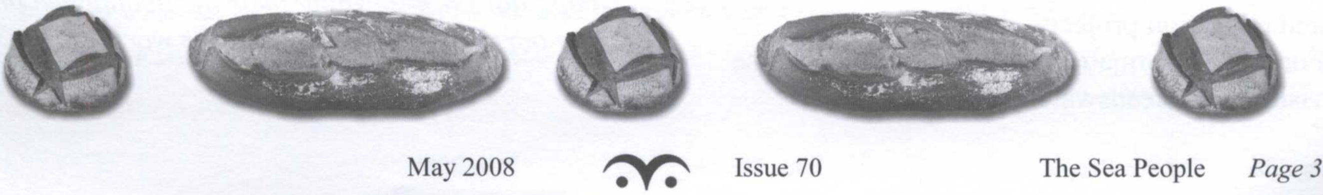
Preheat oven to hot (210 ºC/ 415ºF/ Gas 6)
Mix dry ingredients, mixing in plenty of air.
Add oil to buttermilk and mix well into dry ingredients. Add further water if required to make a soft dough.
Turn out of bowl onto floured surface and knead 2 minutes and shape into round loaf.
Glaze with milk and cut top into 8 wedges (cuts are 1cm/ ½ inch deep)
Bake 10 minutes, then turn down oven to medium and bake further 20 minutes or until done.
Can also be "baked" in heavy frying pan (1 hour) Turn over half way through cooking.

Crab and Corn Soup serves 2 hungry sailors

1 pint (600ml) water or stock
1 teaspoon of fresh grated ginger (if available)
1 can creamed corn
1 can crabmeat
1 tablespoon sherry (if available) or dry white wine
shredded scallions (spring onions) to garnish

Bring water/stock to boil and add ginger. Simmer for 2 minutes. Add corn and bring to boil. Put corn flour in a cup and blend into a paste with sherry. Stir this into the soup and simmer a few minutes. Drop in the crabmeat, salt and pepper to taste, and stir gently until warmed through.
Serve with scallion garnish and soy sauce.

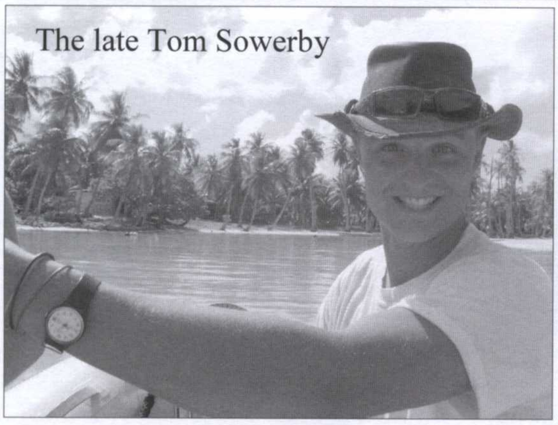
Roger Ayres - USA



LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS...

Do send us letters and postcards, emails, telegrams and porpoise post.
It's good to hear how things are going in your part of the world, and to share your concerns.

GOOD DEED



The late Tom Sowerby

Alice Sowerby, sister of the late Tom Sowerby, has gifted the use of his monohull Sweden Yacht 340, *Magic Roundabout,* to OceansWatch www.oceanswatch.org

Tom, who was only 23 when he died, loved the sea and the cruising life and was a skilled yachtsman and diver. His death in a free diving accident in Bora Bora last year was a shock to all who knew him.

It was Tom's love of the ocean and growing concern about the marine environment that led Alice to donate the long term use of his yacht to OceansWatch. Alice feels it appropriate to Tom's memory that *Magic Roundabout* will now participate in OceansWatch's marine conservation activities as well as its humanitarian projects with coastal communities in developing countries.

OceansWatch is a young, dynamic, not-for-profit Trust in its first year of operation with a worldwide membership made up of - medical doctors, dentists, engineers, marine biologists, divers, international development specialists, midwives, tourism operators, scientists and many others interested in making a difference to coastal communities and their associated marine environments.

Membership of OceansWatch offers the international yachting and diving communities an opportunity to actively participate in valuable marine conservation programmes and projects that are aimed at *making a positive difference* to the lives of island and coastal communities.

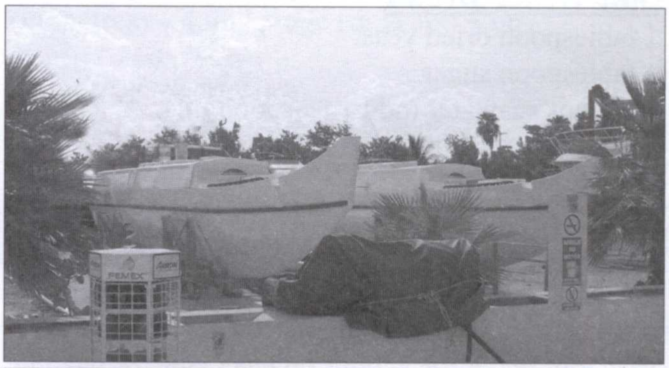
In this first year of operation, projects are being focused on Vanuatu, Tonga and PNG where OceansWatch will work on marine conservation and education projects.

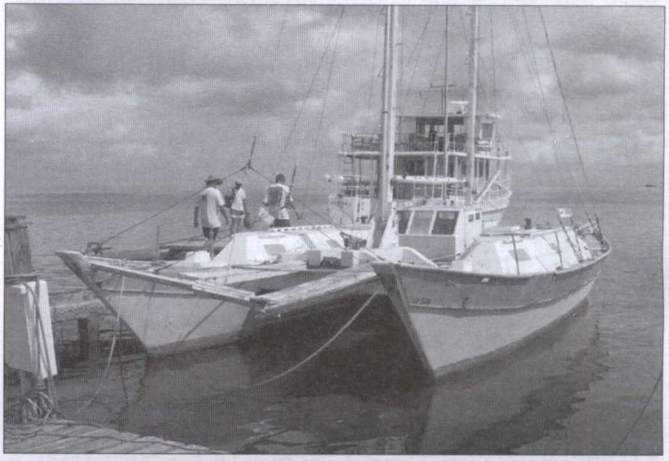
For more information and membership, please visit www.oceanswatch.org

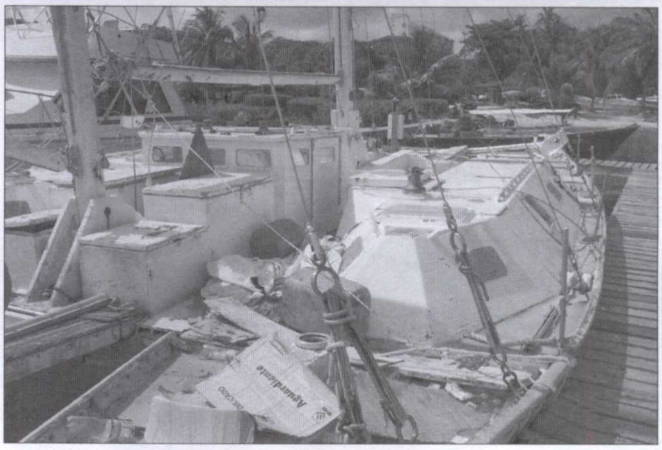
Hello,

I took the photo of a Pahi at the Pemex fuel dock in Isla Mujeres, Mexico. It looks like a new build. I also took some photos of Far Star at Torino's Dock Isla San Andres (St Andrew's Island). FAR STAR is down on her luck. The island is located off the East coast of Nicaragua and is owned by Columbia.

Bruce Kachline
(building a TIKI-30 in Louisiana, USA)







Ed: It is sometimes sad to see how some of our companions are finishing their life abandoned in some ports on the other side of the world...

James Wharram Designs
Greenbank Road
Devoran, Truro, Cornwall
TR3 6PJ, U.K.
01872 864792
wharram@wharram.com

Further News:
www.wharram.com

Every year in November we say the same thing: "We have no time for Christmas, all we want is a quiet break". Then at the beginning of December the first letter/cards begin to arrive from all over the world and we panic! We say: "We are so lucky to have these friends" and begin the Christmas scramble to reach out and contact – our Friends, to tell them of our last year.

All I can write is that at this moment I feel that we are living in a cyclone of events and who we will be and where we will be when the cyclone dies out we do not know.

Take three events of last year, 2007, in May we moved our Spirit of Gaia from Gouvia Marina in Corfu, to Trizonia Island in the Gulf of Corinth to save money, a lot of money, on mooring fees.

As crew we had Jim Brown, the pioneer American designer of trimarans and his friend and partner, the Canadian camera man Scott Brown. They were filming me, for inclusion in a 'Living Archive' on the development of multihulls. From this event, I/we are invited to America next year, to be honoured for my pioneering catamaran work by Wooden Boat magazine.

In October, Hanneke and I flew out to Andy Smith's (and 'our') Boatyard in the Philippines, to check the work progress on an Islander 65 design, a major design in our life's work that can be used as workboat, for charity/aid and ocean charter work.

In November, Hanneke flew with Klaus Hympendahl to Mexico to test sail the 38' ethnic double canoe the Tama Moana (Child of the Sea) built by Glenn Tieman. This replica Polynesian double canoe is based on a Tikopian canoehull, which we discovered in 1995 in Auckland's Imperial Museum, where it lay ignored for 80 years.

If our German partner, Klaus, can raise the sponsorship (and he is working very hard to do so), we shall by the end of next year (2008) be sailing two of these ancient sailing craft 3000 miles along the island trail into the central Pacific. We will be following the route, along which early man began moving out from Asia as early as 30,000 years ago and which the proto Polynesians followed about 3000 years ago. A new website has been set up for this voyage **www.lapita-voyage.org**

I find it hard to face up to the reality of this proposed voyage. At the age of 80 it will be my Swansong, it will be a major 'Experimental Archaeology' project, reflecting the culmination of my life's work. It could be a major TV, magazine and book story - or without sponsorship just an unfulfilled dream.

The desire to refit Spirit of Gaia and dream-sail the oceans before the 'storms' - actual and political - arising out of a man-made sick Earth, make ocean sailing an impossibility, is an equally strong dream.

But we also have to look after Ruth and consider her love for Devoran. Ruth is still working on projects close to her heart and will most likely have a collection of her life's writing out before mine. Also Jamie, he is on the short list to crew the 30m (100ft) replica Vikingship in July 2008 from Dublin along the south coast of Britain back to Denmark. He too loves Devoran and Cornwall, but hopes that sailing this Viking ship will prepare him to join us for some part of the voyage to Tikopia, of which he has very fond childhood memories.

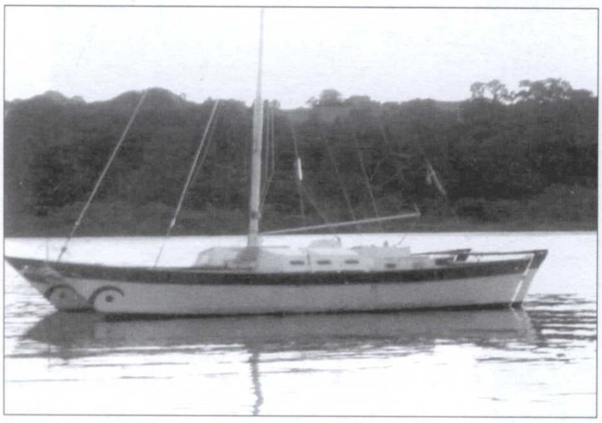
Thank you friends, as one gets older, friends and the memory of friendships warm the heart.

James, Ruth, Hanneke and Jamie

Ditty Bag Ditty Bag Ditty Bag

Free advertising in the Ditty Bag for all PCA members. Boats, Plans, or bits and pieces For Sale or Wanted. Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.
****** Ditty Bag ads will run automatically for 2 issues*** *(to give other members space). If you sell, let us know and we'll pull the 2nd ad. Also please contact us if a 3rd ad is needed.*

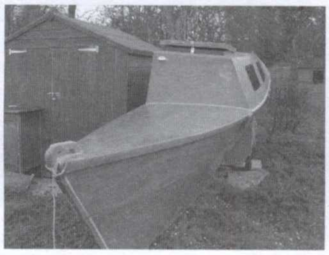
FOR SALE



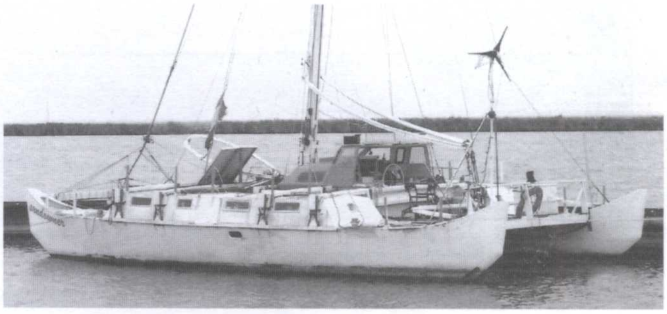
For Sale: **Tangaroa Mk 1 S**
Hulls /decks very strongly built marine ply, cascover sheathed. Some rot under two beam mountings. Main cabin tops unsheathed and have some rot in ends. Rear sleeping cabin tops are sound, raised giving comfortable sitting headroom. Yamaha 9.9 outboard between hulls in box under centre cockpit. Alloy mast, roller reefing genoa, stainless rigging, bow walkway and foredeck replaced, centre cockpit & wheel steering. 45 lb CQR + 51 ft of 3/8 chain and small Danforth + some ¼ chain. Fenders and lots of rope.
A very comfortable boat. Needs TLC which due to age and health I can no longer give (need smaller! Hinamoa or Tane, or similar.) price for boat £3800 or near offering 01208 8146228 ansaphone. Speak slow and clear please. Address in yearbook . *Peter Green*

Tangaroa Mk1. Builder No. 413.
Unfinished project, had to stop work on it due to ill health. 3/8 marine plywood, wessex resin sheathed. All chains and ropes, Jeckells sails, spirit ketch rig. Cross beams and mounting brackets. Includes 35lb plough anchor, 30lb fishermans anchor and rudders. Also, Galley fillings, Flavel Radford with burner and grill, and copper bot, enough for all. Polytunnel also available. Many extras accumulated over the year and unfortunately some deterioration.
Please contact : 01873 850 600 *David Greenwood*

Tiki 26 unfinished project It is always sad when an interesting and absorbing project comes to an end, even more so when the end is not reached due to external factors. This is the situation I find myself in, I bought a set of Tiki26 plans three years ago, purchased top quality materials from Robbins Timber and to date have completed one hull up to the point where it needs a final sanding and then painting. The hull has 8mm Perspex windows fastened with interscrews. Both hatches are covered in fibreglass and have 316 stainless steel hasps and staples for security, with the fore deck hatch on hinges and the main hatch on bronze sail slides. The keel has a 25mm x 5mm stainless steel keel strip for protection. The rudder is complete but not fixed, fastening points have been cut with a router and filled with resin and wood flour for water tightness. This hull is on a dolly having solid rubber tyres on a 25mm 316 stainless steel axel rod, it is a rugged unit built in 25mm ply for longevity. The hull is being offered for sale along with the materials for the other hull and most of the rest of the boat (I didn't buy the lumber for the mast at this stage) and you will require more resin and maybe a bit more glass cloth.
This sale represents a chance for the new owner to get a head start in the construction of a Tiki26 and purchase the materials at cheaper prices than you could source them at today's prices, when purchased the Okume Marine ply cost £953 and the Douglas Fir and Sapele lumber cost £757. I worked on the basis that 200 miles off shore in a gale was not the best time to worry about the quality of materials or workmanship.
I found that it took a lot of time to source the materials which cost £3785 and I have receipts for this amount which you will need to prove that the boat is VAT paid. If you already have some ply or timber I am willing to keep it and reduce the price. Make me an offer. Contact me on 07976 209028 *Mike Machnicki*



Pahi 42 for sale:
I wanted to build a Captain Cook (pahi 42) and sail her to Australia and New Zealand. Before I started to build I believed it would take me 1.5 - 2 years to have her in the water, but it took me 10 years. I lived on the boat for several years. About two years ago I moved in to a flat and was unable to keep up with the maintenance. At the age of 71 I now need to sell her, and like to get an offer. This is a opportunity for some one who can use his hands, for she has to go, I ask 30.000 euro, but she shall have to go for less if I can't get that.
I can be contacted by phone 31 0320 880380, or e-mail sundower@wanadoo.nl the Sundowner is at Lelystad in the Netherlands. *Gerard Janssen*



Ditty bag is now available online via the PCA Forum see website for details www.pca-seapeople.org
If you want to add a picture or an add to the online ditty bag please send to pcapix@pca-seapeople.org

The Sea People SUBSCRIPTION FORM & PCA MEMBERSHIP

New members get 1 free back issue of *The Sea People* magazine	Qty	Unit Price	TOTAL
1 year - 3 or 4 issues Includes 1 year of PCA membership P & P included		£ 20	

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Single back issue of *The Sea People*.		£ 3.75 each	
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ITEMS ORDER

		Qty	Unit Price	TOTAL
Red Burgee	Double thickness, printed logo both sides		£12 each + P & P	
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Polo tennis (collar + buttons) (Sizes S to XXXL)	Colours: W, NB, Bk, Bl, R, DNB, BG, Bg, H, O		£15 each + P & P	
Sweatshirt (Sizes S to XXXL)	Colours: W, NB, Bk, Bl, R, DNB, BG, Bg, H, O, SB, GR, P, EG, Kg		£16 each + P & P	

** for XXL & XXXL sizes, please add 0.50£ per item

Colours: W= white, N= natural, A= ash, NB= navy blue, Bk= black, BG= bottle green, Bl= royal blue, Sb= sky blue, S= sunflower, Z= zinc, K= khaki, OG= olive green, R= red, Bg= burgondy, DNB= deep navy blue, G= gold, GR= grey, O= orange, H= heather, P= purple, EG= emerald green, KG= kelly green

PACKING & POSTAGE		TOTAL
Burgee : UK: £ 0.75 Europe: £ 1.40 World: £ 1.75		
Clothing items: UK: £ 2.50 first item, £ 2.00 each extra item **Europe airmail: £ 3.00 per item** **World airmail: £ 5.00 per item**		
Credits cards we can accept are Visa & MasterCard		
Payment with order in Sterling cheques (or credit card) as priced above. Please **add** equivalent of **£5** if non-sterling cheque for our currency conversion costs.	**TOTAL AMOUNT:**	

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Post this to: **PCA Office, 118 Howeth Road, Bournemouth, BH10 5NS, United Kingdom**
Or contact the secretary for alternatives ways of paying or supplying car details to the office
+44 (0) 1202 531445 or email Secretary@pca-seapeople.org or PCA@sea-people.org
Please give us phone number, email adresses, etc. to help the office and other PCA members to contact you

Faces of Sea People

The young crew of Godzilla (Pahi 42) sailing in the Finland archipelago.
Everybody seems to be very happy of such an adventure.
May we hope to get the whole story of this sailing journey in one of the next issue of the magazine?

Graeme with his son Arun Lucky aboard LipaLipa (Tiki 38)
His father says that the ship's boy has already his sea legs...

Brian Binns builder of a Tiki 31.
Keep the course Brian!